

Foreword to the MaineDOT Biennial Capital Work Plan

For Fiscal Years 2010-2011

I. Introduction

The Maine Department of Transportation's (MaineDOT) *FY 2010-2011 Capital Work Plan (Work Plan)* covers July 1, 2009 through June 30, 2011. The *Work Plan* lists anticipated capital transportation funding and MaineDOT's strategy to apply this funding to specific transportation improvements throughout the state. The *Work Plan* supports an integrated multimodal transportation system while balancing the need to preserve the significant investment that Maine has made in existing infrastructure. It provides \$673.6 million for highways and bridges. This *Work Plan* also invests \$165.5 million in passenger transportation related programs. This includes \$61.4 million for multimodal transit operating costs and \$104.1 million for capital projects. Maine's freight program provides over \$31.5 million in additional funding for improvements supporting motor carriers and trucking, freight rail and marine freight.

The *Work Plan* reflects sound transportation concepts and the best available forecasts of costs and funding. However, any significant changes impacting the costs of transportation projects will impact MaineDOT's ability to finance and deliver this *Work Plan*. Also, the following circumstances will influence the stability of this *Work Plan*:

- Changes in federal or state revenue
- Construction inflation rates
- Changing federal regulations
- Ecological and environmental factors
- Emergencies or currently unidentified critical infrastructure needs
- Changes in MPO/Local priorities

The *FY 2010-2011 Work Plan* supports the department's mission of responsibly providing a safe, efficient and reliable transportation system that supports economic opportunity and quality of life. Fulfilling this mission becomes challenging when recognizing that while transportation needs have increased, real resources have diminished. Increased transportation needs are reflective of an aging infrastructure, evolving public need expectations as well as the realization of the relationship between a reliable transportation system and Maine's economic growth. This *Work Plan* represents MaineDOT's plan to use all available resources to achieve the greatest statewide benefit possible. However, it does not come close to addressing all transportation needs. At present projected funding levels of approximately \$3.5 to \$4.7 billion over the next 10 years, the transportation system is degrading and investments will be inadequate to prevent system deterioration. The system's degradation will add substantially to the cost of goods and services, increase the time spent in automobiles, create an unfavorable climate for economic activity, and negatively affect the environment.

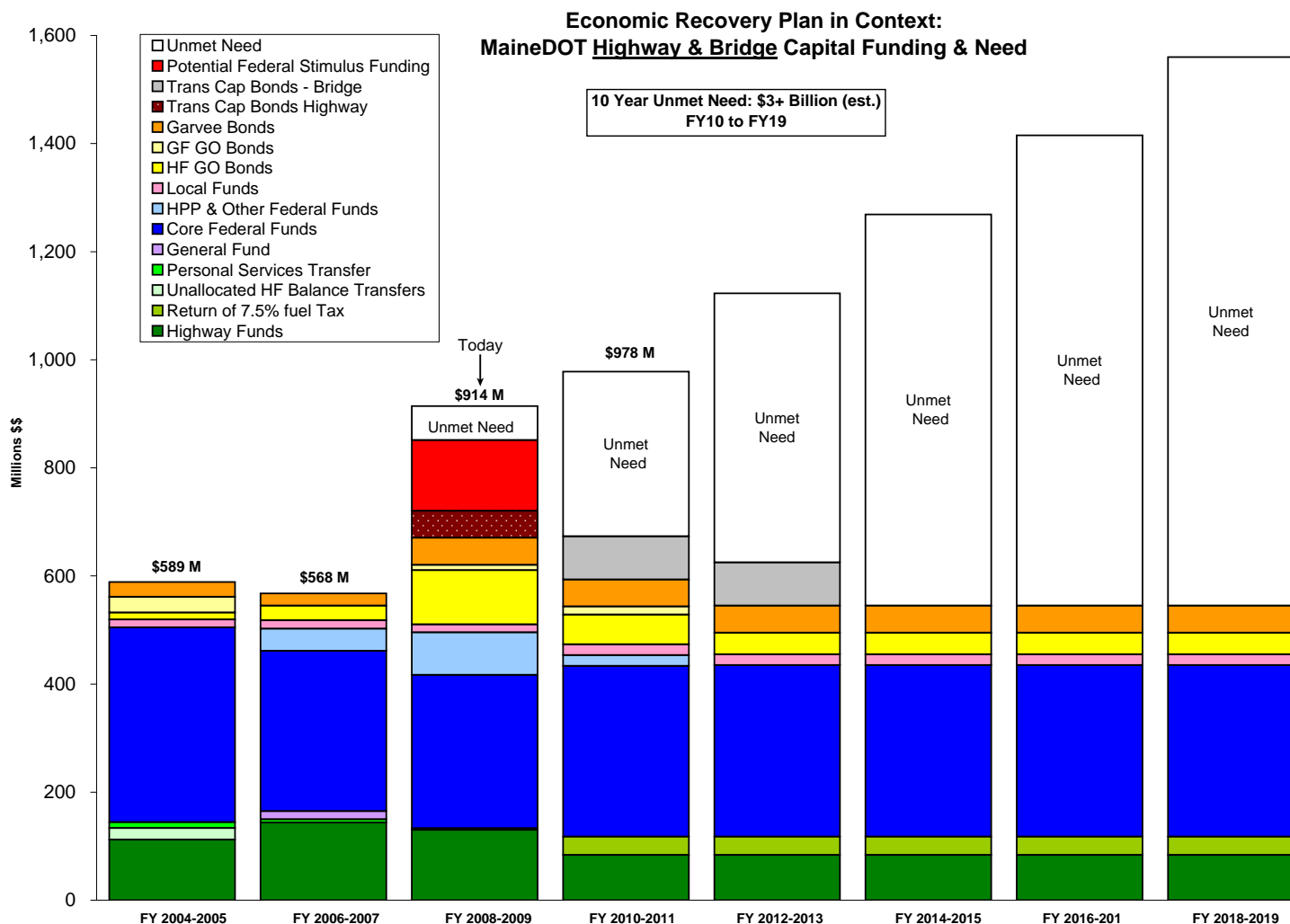
How are projects selected for the *Work Plan*?

MaineDOT began preparation of this Work Plan in January 2008 by contacting Maine municipalities, Metropolitan Planning Organizations, Indian Nations and Tribes and County Commissioners (for Unorganized Territories) to solicit project priorities. MaineDOT also conducts planning studies and technical assessments such as bridge inspections, pavement condition evaluations, etc. to identify project candidates. In order to prioritize projects, MaineDOT considered the following:

- Does the potential project address a safety issue?
- Does the potential project preserve the existing transportation system (such as replacing a failing bridge or protecting an already-existing transportation investment)?
- Does the project support economic development initiatives and facilitate job growth?
- Does the potential investment support modernization and improvement in all modes of transportation?
- Does the potential project present cost-effective solutions that improve mobility and/or leverage other dollars, such as private or municipal investment and facilitate economic growth?
- Is there equitable distribution of improvement projects statewide, and potential for regional and statewide transportation and economic benefits?
- Are there land use or energy efficiency considerations and/or environmental factors complimented or supported with the transportation investment?
- Does the project address metropolitan area and regional priorities such as job growth and economic development?
- Are there prior project commitments, (including whether or not a project was deferred)?
- Does the project enhance community cohesiveness and quality of life?
- Are there funds restricted to the project candidate?

In order for the State of Maine to have an adequate statewide transportation system that meets current needs and anticipates future demands, multiple modes of transportation must work together seamlessly in ways that they do not today. To achieve these goals, an additional \$2.6 to \$3.8 billion will be needed over the next 10 years alone. The funding gap is even greater for the subsequent 10 years and is described in detail in *Connecting Maine*, MaineDOT's long-range multimodal transportation plan, available at www.mainedot.gov. The scope of the challenge can be overwhelming and hard to visualize.

In an effort to provide a better sense of the needs and available funding in our largest capital program area, we have developed the following bar chart. The top of each bar depicts transportation need as established by *Connecting Maine* which is also incorporated into the goals of Chapter 470, developed by the Transportation Committee and adopted by the Governor and the 123rd Legislature. The colored portions on the bottom depict capital funding from various sources. The hollow areas depict unmet highway and bridge capital needs.



II. Funding

Funding for the *FY 2010-2011 Work Plan* totals \$870.6 million and comes primarily from a number of federal transportation programs with matching funds provided by allocations from the state's Highway Fund, Highway Fund bonds, General Fund bonds, TransCAP bridge bond funding and limited funding from municipalities and other sources.

Estimated Levels of Funding for FY 2010-2011 (millions of dollars)*							
Program Area	Federal	Federal GARVEE	Bridge TransCAP Funding	State	(HF-GF) Bond	Local / Others	Total**
Highways & Bridges	322.1	50	105	113.9	75	7.6	673.6
Passenger Transportation**	120.2	--	--	5.1	20.5	19.7	165.5
Freight Transportation	.8	--	--	--	30.5	.2	31.5
TOTAL***	443.1	50	105	119	126	27.5	870.6

*Please note that MaineDOT will strategically fund projects and initiatives in this Work Plan with consideration of projects' eligibility for different fund sources, project schedules and when resources become available so the financial make-up (federal, state, local) may be different than shown here.

**Includes \$61.4 million in multimodal operating costs.

***\$870.6 million includes \$5 million for the Urban-Rural Initiative Program.

Federal Funding Complexity

The *Work Plan* provides \$493.1 million in projected federal funding as follows:

- \$355.4 million from the Federal Highway Administration (FHWA),
- \$ 54.2 million from the Federal Aviation Administration (FAA),
- \$ 50 million in an FHWA GARVEE funding for highway and bridge projects, and
- \$ 33.5 million from the Federal Transit Administration (FTA).

FHWA funding is predominantly limited to highways and bridges, FTA funding is intended for transit and FAA funding supports aviation. Funding under each of these federal agencies is further divided into distinct categories with different eligibilities. For example, certain types of federal funding are limited to bridges, the Interstate, commercial airports, etc.

Federal GARVEE

This Work Plan assumes legislative authorization for a \$50 million federal Grant Anticipation Revenue Vehicle or GARVEE. A GARVEE is a federal financing mechanism that has been used over 40 times by 20 states including Maine. It involves a pledge of future federal transportation funds enabling states to construct projects much sooner than traditional pay-as-you go financing. While a GARVEE includes debt service and financing costs, it involves federal funds only and does not pledge the full faith and credit of the state of Maine.

State Funding Uncertainty

Highway Fund Revenue Projection Changes

MaineDOT's capital budget has been considerably reduced in the last several years. For instance, from December 2005 to date, Maine's Highway Fund revenue projections have been cut seven consecutive times for a total of \$77.4 million with the majority of the cuts coming from MaineDOT's capital program. Any further changes in revenue will also impact projects.

Motor Fuel Tax Indexing

Indexing adjusts the motor-fuel tax based on the Consumer Price Index. This allows revenues to at least partially keep up with annual cost increases in the construction industry. However, fuel-tax increases are not automatic. MaineDOT must submit legislation during the First Regular Session of each Legislature repealing the indexing adjustment. Therefore, the Legislature must take action not to repeal indexing before each increase can go into affect. This *Work Plan* incorporates \$22.1 million related to motor fuel tax indexing with the recent decision by the Legislature to retain indexing.

State Transportation Funding

This *Work Plan* includes \$245 million in state transportation funding allocated primarily from \$119 million in the Highway Fund, \$60 million in Highway Fund bonding and \$66 million in General Fund bonding. Most state funding leverages at least two federal dollars for every state dollar and a limited amount is programmed for either state-only transportation projects not eligible for federal funds or projects where state-only resources achieve savings by minimizing federal process requirements.

This *Work Plan* assumes approval of both Highway Fund and General Fund bonds proposed by the Governor for approval by the 124th Legislature and finally presented to the public for approval. The Highway Fund bond supports highway reconstruction projects, bridge rehabilitations and bridge replacements. The General Fund bond also supports highway and bridge improvements and enables strategic investments in freight initiatives, passenger rail, aviation, transit, ports, the Maine State Ferry Service along with dedicated bicycle and pedestrian improvements. The outcome of bonding approval will have direct bearing on the viability of this *Work Plan*. Bond funding in this *Work Plan* also provides \$5 million to support the state's Urban - Rural Initiative Program (URIP). Under this program, municipalities receive regularly scheduled payments from MaineDOT for capital improvements to local roads and rural state-aid minor collector roads.

Bonding for transportation projects, particularly those assets with a useful life of 10-80 years, represents a fiscally prudent proven technique for funding transportation projects. In an industry that is currently experiencing annual construction cost increases significantly above borrowing rates, bonding strategies for major investments have proven more cost effective than waiting several years to accumulate cash for certain major investments. Furthermore, bonding enables needed safety improvements, economic expansion opportunities and travel time reduction projects to occur much sooner thereby creating additional benefits for the traveling public. Lastly, given that bondable transportation assets last up to 80 years, it makes sense for the costs of these assets to be realized over a longer period of time.

TransCap Bridge Bond Funding

TransCap Bridge Bond Funding is tied to specific types of revenue such as vehicle registration fees for a specific purpose. Ch 647, “An Act to Keep Bridges Safe and Roads Passable,” authorized MaineDOT to fund up to \$160 million in capital improvements in bridges for the combined FY2010-2011 and FY2012-2013 biennia. This *Work Plan* assumes \$105 million in TransCap Bridge funding.

The Governor’s Composite Bridge Initiative

In April 2007 LD 647, “An Act to Keep Bridges Safe and Roads Passable” was signed into law. This bill provided funding to help improve the condition of Maine’s aging bridge inventory. One objective of this initiative is to expand the use of composite materials in bridge maintenance, construction and other transportation infrastructure components. The composite specific language within the law states, “this initiative seeks to expand the use of composite technologies in bridge maintenance and capital applications, expand markets and research for transportation-related uses of composites, use technology and products to inspect and extend the life of bridges and bridge components, and reduce reliance on fossil fuels in the content or the production of bridge components.”

The State of Maine is committed to expanding the use of composite materials in the transportation infrastructure. A collaborative effort with MaineDOT, the University of Maine Advanced Engineered Wood Composite Center (AEWCC), the Maine Composite Alliance and the Federal Highway Administration has resulted in numerous innovative composite applications.



One such example is the Neal Bridge in Pittsfield which was constructed in the fall of 2008. The 27 ft. long arch structure was manufactured from hollow carbon fiber composite tubular arches spaced at approximately 2-feet on center, erected in place and filled with concrete. A corrugated fiber reinforced plastic (FRP) composite decking was installed on top. The head walls were constructed with a FRP sheet pile system.

Another example is the Knickerbocker Bridge in Boothbay which will be constructed beginning in 2009. For this application unique hybrid composite beams will be used, with the beams being manufactured at Harbor Technologies in Brunswick.

The overall bridge is 540 ft. long and will use approximately 4,300 linear feet of the hybrid composite beams. This bridge will also demonstrate the use of composite pilings for the foundation supports.

As part of the Governor’s bridge initiative, MaineDOT will be committing at least **\$6 million** in its 2010-2011 Biennial Capital Work Plan for composite bridges and infrastructure. The Governor’s goal is to achieve 10% of our total Bridge Program allocation for composite components in the future. Working with MaineDOT’s composites team and the University of Maine’s AEWCC, we believe that goal can be achieved in the years to come.

III. Highways and Bridges

Maine is a large, mostly rural state with its population spread over a great land area. Its geography of thousands of miles of coastline, islands, lakes, rivers and mountains makes Maine a unique and wonderful place to live and visit, but these features sometimes also act as costly barriers to a comprehensive transportation system.

Bridges

The *FY 2010-2011 Work Plan* invests \$241.5 million in bridges. Because of Maine's topography and waterways, bridges are vital. Supporting a viable bridge network remains one of MaineDOT's top priorities for funding. Bridges literally connect scores of communities throughout the state and any bridge that is posted or closed represents lost productivity and inconvenience due to time consuming detours. Improvements to bridges may also be coordinated with highway improvements to achieve cost savings and minimize traffic disruptions. MaineDOT has complete or partial responsibility for:

- 2,212 bridges (equal to or greater than 20 feet in length on public roads), and
- 751 minor spans (10 to 20 feet in length on State or State Aid Highways).

Bridges

This *Work Plan* contains \$219 million for significant improvements, rehabilitation, preservation or replacement of bridges, an additional \$7.8 million to begin preconstruction engineering for 27 bridges that will receive construction funding in a future biennium. This *Work Plan* invests \$6 million more to support of the Governor's Composites Initiative by providing for the design, construction, and testing of six (6) bridge replacements with concrete arches utilizing structural composites technology.

Minor Spans

This *Work Plan* contains \$8.7 million for improvements, rehabilitation, or replacement of minor spans.

Strut Replacement Program

The term "strut" applies to a culvert type drainage structure, generally with a diameter of greater than five feet, but in all cases less than 10 feet. Struts are too costly to replace under normal maintenance activities and are too small to qualify for traditional bridge funding. Therefore, struts are separated into a distinct program. This *Work Plan* provides \$3.8 million in funding to replace "critical" and "very poor" rated struts on State and State-Aid highways.

Bridges: Backbone of an Aging Infrastructure:

Maine's Bridges are aging. Many were constructed in the first half of the 20th century and many are reaching the end of their service life.

In November, 2007, MaineDOT released, "Keeping Our Bridges Safe," pursuant to Executive Order Number 04 FY08/09 which asked for a report on Maine's bridge inspection and improvement programs, shortly after the catastrophic bridge collapse in Minnesota. The full report is available at www.MaineDOT.gov.

This Work Plan continues MaineDOT's commitment to ensuring bridge safety while making cost effective investments.

Summary of Bridge Improvements							
Number of Bridges	Bridge Improvement Scope TBD	Bridge Replacement	Bridge Rehabilitation	Bridge Preservation	Composite Initiative	Other	Total Investment \$'s in millions
Engineering	7	18	-	2	-	0	\$7.8
Construction	-	50	34	34	6	9	\$233.7
Total	7	68	34	36	6	9	\$241.5

Highway Improvements

The largest component of Maine's transportation system is its highway network. Maine's need to invest in developing, upgrading, and maintaining this infrastructure is significant as the vast majority of people and commodities travel over highways.

Summary Highway Responsibilities			
	Rural Miles	Urban Miles	Total
Interstate (excludes toll)	214	43	257
Principal Arterial/ Other	--	20	20
Other Principal Arterial	787	140	927
Minor Arterial	1,017	231	1,248
Major Collector	3,227	531	3,758
Minor Collector	2,189	0	2,189
Total	7,434	965	8,399

The *FY 2010-2011 Work Plan* supports the following major highway improvements:

- Reconstruction of 13.8 miles of urban and rural arterial highways and engineering for 11.55 miles,
- Reconstruction of 3.4 miles of major collector highways and engineering for 32 miles,
- Approximately \$25 million for design and construction of a U.S. Route 1 to Route 161 connector identified in the Aroostook County Transportation Study.
- Over \$34 million for preservation, mobility, safety and other improvements to benefit Maine's Interstate system.
- \$2 million for the Gateway 1 implementation initiatives along the Mid-coast.

Transportation Safety

Improving transportation safety remains MaineDOT’s top priority. Safety is considered and applied to every capital transportation project. The *Work Plan* also contains almost \$17.6 million in dedicated safety investments. Improvements include intersections, highway rail crossing improvements, guardrail installation at strategic locations as well as education and outreach.

Rural Arterial Highways

This *Work Plan* contains funding for 7.7 miles of rural arterials anticipated to go to construction during the FY 2010-2011 biennium out of over 200 miles in need of reconstruction.

Major Collector Highways

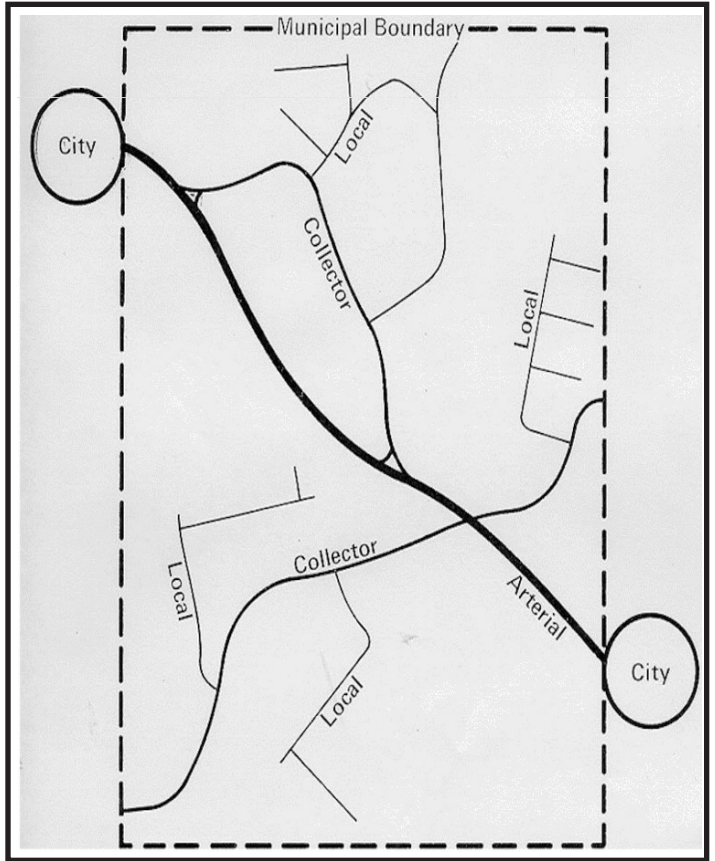
This *Work Plan* contains funding to improve approximately 3.4 miles of major collector highway out of over 1,500 in need of reconstruction.

Minor Collectors

The Rural Road Initiative (RRI) Program addresses improvement needs on this highway system. Under the RRI, the state provides two-thirds of the capital improvement cost, while the municipality provides the remaining one-third. This *Work Plan* contains \$2.1 million that will be provided to additional projects upon voter approval of Maine’s transportation bonds.

Collector Improvement Program (CIP)

This program provides \$5.9 million to support spot improvements on roads functionally classified as minor or major collectors. Projects included in this program provide for minor roadway rehabilitation, safety improvements, culvert replacement, ditch and drainage improvements and guardrail.



Summary of Highway Reconstruction Improvements (Miles)				
Program	Urban Arterial & Collector	Rural Arterial	Rural Major Collector	Total
Engineering (miles)	1.15	10.4	32.02	43.5
Construction (miles)	6.14	7.7	3.4	17.24

Metropolitan Areas

Based on population densities determined by the U.S. Census, the Federal Highway Administration (FHWA) has designated four Metropolitan Planning Organization (MPO) areas in Maine serving the Kittery, Portland, Lewiston-Auburn and Bangor regions, as shown below. MPO membership consists of area cities and towns, public transit providers, MaineDOT and the Maine Turnpike Authority. These organizations are responsible for long-range transportation planning and programming of highway and transit capital improvements in their areas. Every two years, MaineDOT provides each MPO with an allocation of federal and state transportation improvement funding based on the MPO's relative share of statewide roadway lane miles and traffic. This process uses the same types of formulas that FHWA employs to distribute funds to states.

The four MPOs are scheduled to receive an estimated \$37.3 million in federal, state and local funding under this *Work Plan* for projects to be selected by those MPOs. The funding breaks down as follows:

- Kittery Area Comprehensive Transportation Study (KACTS), \$1.6 million
- Portland Area Comprehensive Transportation System (PACTS), \$16.5 million
- Androscoggin Transportation Resource Center (ATRC), \$13 million, and
- Bangor Area Comprehensive Transportation System (BACTS), \$6.2 million

Program	Miles	\$'s in millions
Highway Reconstruction	11	22.6
Highway Paving	11.4	7.9
Safety	1.9	4.0
Multimodal	1.54	2.1
Other	-	.7

Paving

MaineDOT manages over 7,650 miles of arterial and collector highway statewide. Though only about half of this system has been improved to accommodate current traffic and modern safety standards, these improvements represent hundreds of millions of dollars in prior investments that must be preserved. Pavement Preventative Maintenance (PPM) strategies costs a fraction of reconstruction projects and if applied at the correct time based on highway deterioration, a highway investment can be maintained almost indefinitely. PPM treatments are the most misunderstood by highway users who often react by asking, "Why is this road being paved again, when there are other roads much worse?" This *Work Plan* will address 197 miles of arterial and collector paving at a cost of approximately \$87 million. While PPM is essential to a viable highway system, paving costs have proven more volatile and difficult to predict than costs for other transportation projects, in large part because pavement requires large amounts of liquid asphalt, a petroleum byproduct.

Maintenance Paving

Maintenance paving is not a structural overlay but rather a maintenance treatment and typically has a useful life of four to six years. This treatment primarily serves as a holding action until roads may be funded for reconstruction or rehabilitation. This *Work Plan* provides \$36 million for approximately 860 miles of maintenance paving.

FY 2010-2011 Capital Work Plan Paving		
	\$'s in	
	millions	miles
Pavement Preservation	87.0	197
Maintenance Paving Pavement	36.0	860
Rehabilitation	5.3	26
Crack Sealing	.5	--
Total	128.8	1,083

Plant Mix Recycled Asphalt Pavement for Collectors

This *Work Plan* also includes \$5.3 million for over 26 miles of major or minor collector highway projects involving the recycling of bituminous materials from prior projects. By processing bituminous materials from previously completed projects into a cold pavement mix called Plant Mix Recycled Asphalt Pavement (PMRAP), this material can be placed on the existing highway as base. This enables MaineDOT to add some structure and correct deficient cross slopes at much lower costs than reconstruction. These treatments make roads much safer, improve ride quality, and last significantly longer than maintenance paving alone.

Mobility Programs

MaineDOT invests in a wide range of highway mobility strategies. Highway mobility projects enhance traffic flow at locations with capacity limitations or other operational deficiencies. These projects range from improving roadway geometry and traffic control at major intersections, to adding lanes on heavily traveled routes or by adding new capacity at new locations. The *Work Plan* includes over \$14.7 million for mobility improvements.

FY 2010– 2011 Funding Highway & Bridge Improvements (millions of dollars)	
Program	Total
Bridges	232.8
Minor Spans	8.7
Highway Improvements	
• Arterials	92.1
• Major & Urban Collectors	9.8
Highway Resurfacing	87.0
Maintenance Resurfacing	36
MPO Investments	37.3
Mobility Improvements	14.7
Collector Improvements	
• CIP	5.9
• RRI	2.1
• PMRAP	5.3
Safety	17.6
Striping Program	10.5
Railway-Highway Intersection Improvement	1.9
Struts	3.8
Intelligent Transportation Systems	.7
Other¹	64.1
Environmental Programs	3.2
Civil Rights (Disadvantaged business & Diversity Recruitment)	2.1
GARVEE Debt Service	21.8
URIP Bond Amount	5
Administrative Transfers to other Agencies	11.2
Total	673.6

¹Other includes improvements to Visitor Information Centers, Rest Areas, Highway Striping, Planning Studies, traffic signals and signing.

IV. Passenger Transportation

MaineDOT supports the development and operation of an efficient, environmentally sensitive and cost-effective passenger transportation system that reduces our reliance on the single occupant automobile travel. This *Work Plan* invests a total of \$165.5 million in Maine’s rail, airports, public transit, ferry service and bicycle/pedestrian trails, summarized as follows:

Passenger Rail Investments

Maine’s Downeaster passenger rail service continues to be a tremendous success. Federal operational support is included in this *Work Plan* based on the assumption that the Downeaster will continue to be eligible for federal surface transportation operating funding after SAFETEA-LU expires. This *Work Plan* also includes funding for the acquisition of a rail line to complete the rail connection between Auburn and downtown Portland and improvements to the state-owned “Rockland Branch,” Brunswick to Rockland rail corridor which has seen a resurgence in excursion passenger rail operations and has served as a critical freight rail corridor for companies like Dragon Cement.

Aviation

This *Work Plan* provides \$61.4 million including \$2.6 million in local funding and \$4.6 million in state match for Federal Aviation Administration 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, to invest in economic development, and to improve the safety of air services in Maine. In addition, there is limited funding pavement preservation to protect and extend the life of previous investments.

Transit

MaineDOT currently owns almost 400 transit vehicles which it leases to Maine’s transit providers. These vehicles have a replacement value of \$50 million. Over 100 of these vehicles have reached or exceeded their useful lives and are still in service. In addition, demand for transit and transit ridership has increased to a critical stage as Maine citizens work to cope with the economic downturn and volatile fuel prices. As well as supporting the economic needs of our work force, more modern equipment will provide better fuel efficiency and emit fewer green house gasses providing environmental benefits. This *Work Plan* provides \$18.1 million for transit capital including fleet replacement. It also includes \$1.5 million for the URIP Transit Bonus Program.

FY 2010-2011 Capital Work Plan Passenger Transportation Improvements	
Program	Total
Air Transportation	61.4
Ferry Service	5.5
Transit Capital	18.1
Multimodal Transit Operating	61.4
Safe Routes to School	1.7
Non-motorized	9.9
Passenger Rail Capital	2.5
Transportation Demand Management	5.0
Total	165.5

Ferry Service

This *Work Plan* provides \$5.5 million for ferry service investments such as funding for the Casco Bay Island Transit District for vessel improvements along with safety and environmental improvements, improvements to the docking structure on Swan’s Island, a major port for the Maine State Ferry Service, and funding to extend the useful life of the Maine State Ferry Service’s Fleet. MaineDOT also supports operational service for the Maine State Ferry Service.

Bicycle and Pedestrian

This *Work Plan* provides \$11.6 million for initiatives directed towards bicyclists and pedestrians such as sidewalk construction, bicycle lanes and expansion of MaineDOT’s Safe Routes to School Program. The Safe Routes to School Program improves conditions and creates new opportunities for children walking and biking to school by creating sidewalks, improving un-safe crossings, improving intersections, and making other safety improvements as requested by the communities.

Park and Ride

This *Work Plan* includes \$3.3 million for new facilities and expansion of existing Park and Ride facilities, which provide opportunities for car and vanpooling across the state and are heavily used.



V. Freight Programs

Governor Baldacci has placed high priority on the development of our freight rail and port system as a key component to preserving and growing jobs in Maine, particularly in our manufacturing sector. His “Moving People and Goods” initiative would be supported in large part by the resources identified below. This initiative will focus on rail investment that derives both passenger and freight benefit, and our three marine ports that serve as Maine’s gateway to the global economy. MaineDOT supports the development and operation of an efficient freight transportation system in Maine through public capital investment which is often targeted to leverage private capital. This *Work Plan* includes a \$31.5 million investment in ports, railroads and motor carriers.

Rail

Rail service is an important component of the freight transportation mix in Maine since it is particularly cost-effective when moving high-volume, low-value commodities over long distances and gives shippers another choice besides highway transport when moving their products to market. This *Work Plan* provides the following programs for improvements on public and privately owned rail lines. These programs provide benefits for both freight and passenger rail:

- **\$16 Million – Critical Rail Corridors Program**

This *Work Plan* provides for a new Critical Rail Corridors program that will be modeled after the successful IRAP (Industrial Rail Access) Program. MaineDOT is undertaking a statewide rail study required and funded by the federal government which will identify critical rail corridors in our statewide passenger and freight rail system. Projects funded through this program will be selected based on their public benefits such as whether a project:

- Enhances freight and passenger rail service by providing dual transportation system benefit,
- Services of key manufacturing industries,
- Provides a net reduction in overall green house gas emissions from the transportation sector,
- Helps facilitate shifting of rail appropriate freight from road to rail and
- Leverages private or other funds for every state dollar invested.

- **\$2.3 Million – Montreal, Maine & Atlantic Railroad**

The \$16 million Critical Rail Corridors Program also includes \$2.3 million to fulfill the state commitment made to the Montreal, Maine and Atlantic Rail Road to fund capital improvements to the old Bangor & Aroostook 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 has brought the mainline track to all FRA class II for the first time in more than 20 years, which enables speeds up to 25 miles per hour. This is helping shippers using the system by cutting transit times, improving safety, and extending the reach of the Port of Searsport to the West Coast.

- **\$2 Million – The Industrial Rail Access Program (IRAP)**

This successful program increases freight rail use which reduces deterioration to Maine’s highway system. Since 1997, the state of Maine has funded \$6.8 million for the IRAP. This investment has been matched by private-sector investments of more than \$9.6 million in two dozen locations around the state. IRAP provides matching grants to private businesses looking to upgrade rail infrastructure in order to move product via rail. It is the best economic development tool available for businesses that want to move from truck to rail service or that are solely dependent on rail service. It also helps to ensure the health of the State’s railroads by providing new customers.

- **\$2 Million – State-Owned Track Capital Improvements**

This funding will allow continuation of the capital tie-replacement program on the Rockland Branch to maintain the tie, surface, and bridge conditions at FRA Class 3 standards, enabling speeds up to 40 miles per hour. This funding will also enable further capital improvements to the state-owned Lewiston Lower Road and further extend freight service to the Lisbon Industrial Park.

Marine Program

This *Work Plan* contains \$10.5 million in marine freight investments for landside and marine improvements to coastal public marine facilities. Projects and programs include the following:

- **\$4.5 million state share – Searsport Harbor Improvements**

This funding will enable the deepening of the Searsport Harbor. The Army Corps of Engineers is co-sponsor of the project and will fund the federal share of the estimated \$16.5 million investment. The project will deepen the channel from 35’ to 40’ at low water. Newer vessels require deeper drafts and under keel clearance. For Searsport to achieve its potential as a competitive international cargo port, this important investment is required.

- **\$3.5 million – Portland International Marine Terminal (IMT)**

This funding will enable the reconstruction of the lay-down area, upgrade of lighting, and widening of the pier access area in order to accommodate equipment for improvement services. These improvements will provide enhanced shipping options for Maine’s paper industry and other sectors of the economy. The City of Portland, MaineDOT, and the Maine Port Authority (MPA) intend on executing an operating agreement to advance the growth of the Port and shipping options for Maine industry.

- **\$1.5 million – Port of Eastport**

To increase business through the Port of Eastport, these resources would be directed toward infrastructure and/or equipment necessary to help the port adapt to ongoing opportunities and challenges in evolving markets. These funds would also be used to address the serious repairs necessary to the Eastport Downtown breakwater investing in the necessary engineering working with the University of Maine’s Advanced Wood Composites Center to utilize composites technology.

- **\$1 Million – Small Harbor Improvement Program (SHIP)**

Ship is a grant program for a variety of improvements at small coastal harbors. The program protects Maine’s working waterfront through a combination of pier, bulkhead construction, and reconstruction projects. It also funds floats, landside improvements, public access, and other activities that help assure the viability of Maine’s working harbors.

Motor Carrier Program

Motor carriers are the predominant mode of freight transportation in Maine and carry approximately 85% of all transported freight tonnage. This *Work Plan* invests \$650,000 in motor carrier initiatives in order to promote the safe, efficient flow of motor carriers throughout Maine including support for commercial vehicle operations and enforcement.

Summary of Freight Investments	
Program	\$'s in millions
Freight Rail	20.00
Marine	10.50
Motor Carrier	.65
Other	.35
Total	31.50



VI. Environmental Programs

Each project in the 2010-2011 *Work Plan* reflects a commitment to balance and integrate environmental concerns with transportation goals. MaineDOT's commitment extends beyond compliance with environmental laws to stewardship of Maine's communities and ecosystems. MaineDOT supports Maine's natural resource-based economy. MaineDOT's projects benefit Maine's environment and quality of life. Many help to:

- sustain the ecotourism economic base,
- improve fish and animal passage,
- improve visual quality,
- prevent erosion and sedimentation,
- build permanent water-quality protection measures,
- mitigate contaminated water/soils and impacts to other resources

This *Work Plan* continues investments in scenic byways, roadside vegetation management, rest area improvements, natural area protection, and ecosystem restoration. It provides a continued focus on stewardship of historic and cultural transportation facilities and heritage and is based on a strong partnership with the Maine Historic Preservation Commission. This *Work Plan* continues ongoing investments and planning to address major historic bridges and sustained attention to historic communities, context, and livability.



VII. Public Participation

Public input is critical to the department's success and is a key component in the development and updates of the following products related to MaineDOT's capital improvement program:

- *Connecting Maine*, MaineDOT's Long-Range (20-Year) Transportation Plan
- Six-Year Transportation Improvement Plan
- Statewide Transportation Improvement Program (STIP)
- Regional and Project-Specific Transportation Studies
- Project Development.

Although the public is engaged throughout the planning and project development process, there are two opportunities for the public to specifically influence this *Work Plan*. The first opportunity is during the development of the Six-Year Plan where projects are selected with the intent that they will be funded over the next six state fiscal years. MaineDOT develops the Six-Year Plan with input and support from Regional Planning Commissions and Economic Development Agencies.

The second opportunity for the public to influence this program occurred through a project solicitation mailed to all Maine municipalities, county commissions, Native American nations and tribes, and state agencies. This solicitation requested that each entity provide a prioritized list of their transportation project needs. These requests, which were considered as this *Work Plan* was developed, totaled over \$2.5 billion in transportation needs for this \$870.6 million *Work Plan*.

MaineDOT makes this *Work Plan* available to the public on the MaineDOT's Web site <http://www.mainedot.gov>, at Maine's four Metropolitan Planning Organizations, at MaineDOT's Region Offices and at federal repository libraries.