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**An Act to Secure Maine's Transportation Future
Public Law, Chapter 470, Section B-2
Report for Extraordinary Corridor Investments for Transportation
and the Economy (EXCITE)**

**Prepared by MaineDOT
Bureau of Transportation Systems Planning
April 2009**

Executive Summary:

This report is a draft for your consideration under the Maine Department of Transportation's (MaineDOT) formal reporting requirement to the Joint Standing Committee on Transportation established in "An Act to Secure Maine's Transportation Future," Public Law, Chapter 470 which is incorporated into *Connecting Maine*, MaineDOT's Long-range Transportation Plan available at www.maine.gov/mdot. This report meets Chapter 470, Section B-2 reporting requirements for Extraordinary Corridor Investments for Transportation and the Economy (EXCITE), which are primarily new capacity and extraordinary bridge projects.

Although Chapter 470 went into effect more than a year after it was passed, and Section B-2 was no longer in effect at the time of enactment, MaineDOT provides this draft for your review consistent with the one time requirement included in law when it was approved by the Legislature. This report will be updated as more project specific information about current studies becomes known. This and future editions of the report will likely include additional projects beyond those named in Chapter 470. As indicated below, MaineDOT's analysis of Chapter 470 EXCITE projects lead to the following conclusions and recommendations:

- EXCITE projects included in this report will cost at least \$1.5 – \$1.75 billion in 2008 dollars not including studies still in the preliminary planning phase, adding additional projects to those included in Chapter 470 or factoring in maintenance and operating costs.
- Under the current funding paradigm, MaineDOT will not have sufficient traditional transportation resources¹ to complete these EXCITE projects and maintain status quo investments in other areas let alone fund them without compromising other Chapter 470 transportation goals.
- The current fiscal environment and future prognosis for strategic funding suggests that without the ability to make design and construction commitments, the planning work underway raises unrealistic expectations and the risk of challenge by those whose property is directly affected by lack of forward momentum. Further, recent Federal guidance for projects undergoing a NEPA Environmental Impact Statement (EIS) suggests that federal Records of Decision will not be issued unless funding is in place to begin design and right of way acquisition stages. With the possible exception of bridge and interstate rehabilitation projects, the construction stages of all other EXCITE projects will likely be dependent on non-traditional transportation funding.
- Although Congressionally designated funding (Earmarks or High Priority Project designation) and TransCap are potential options for funding these projects, use of these sources could unintentionally reduce Maine's flexible funding available for other Chapter 470 goals.
- While this report includes all EXCITE projects listed in Chapter 470, MaineDOT is including additional *established* projects that meet EXCITE criteria as those needs arise. Any new EXCITE projects will be available for Joint Standing Committee on Transportation input prior to initiation through the Department's biennial work plan submittal and periodic updates of this report.

¹ Highway Fund, Highway Fund Bonds, Federal Highway Administration (FHWA) and Federal Grant Anticipation Revenue Vehicle (GARVEE)

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- As required in Chapter 470, each EXCITE project has been prioritized by MaineDOT based on *Connecting Maine* and other transportation factors. In order to ensure that MaineDOT's proposed funding solutions for EXCITE projects are consistent with Chapter 470 requirements, the Joint Standing Committee on Transportation will review any future funding proposed for EXCITE projects as part of MaineDOT's capital program development.

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I. Impact of EXCITE Projects

Project Costs

As indicated in Section III of this report, MaineDOT estimates that EXCITE projects will have capital needs of at least \$1.5 to \$1.75 billion in 2008 dollars compared to the approximate \$250-315 million currently available annually to MaineDOT for these projects and all other Chapter 470 goals. This \$1.5 to \$1.75 billion preliminary estimate does not include funding for future phases for a number of efforts that require further study. Additionally, if Maine adds more projects based on transportation needs and the criteria for EXCITE projects, this amount will significantly increase. Lastly, please note that cost estimates provided are very preliminary. Projects are in the planning and alternative analysis stage and have not had any detailed engineering. In addition to capital costs, EXCITE projects, particularly new alignment projects, will add significant annual maintenance costs likely in the tens of millions over the next 20 years. Passenger rail investment will also require millions in additional annual operating costs and additional millions in equipment.

For purposes of this report, Maine's traditional transportation funding is defined as Highway Fund, Highway Fund Bonds, Federal Highway Administration (FHWA) and Federal Grant Anticipation Revenue Vehicle (GARVEE) sources. If you compare EXCITE project costs and MaineDOT's historical average biennial capital investments to projected traditional funding over the next 20 years, MaineDOT will not have adequate funding to support EXCITE projects and maintain a minimum of status quo investments in core programs – bridges, paving, etc. This funding gap will be further exacerbated by inflation, currently unanticipated needs and the funding necessary to meet other transportation goals listed in Chapter 470 and *Connecting Maine*.

EXCITE Projects Require New Fund Sources

MaineDOT has invested millions in the planning phases for a number of EXCITE projects and Maine communities have made some commitments based on these efforts. MaineDOT believes it is prudent to review the merits of completing the planning phases of some EXCITE projects with the current funding environment and federal policy, as such action will certainly increase the public expectation of project completion. However, Chapter 470 requires that funding for EXCITE projects seek to avoid the disruption of other Chapter 470 goals such as Interstate modernization, reconstruction of unbuilt arterial highways by 2022, reconstruction of unbuilt major collectors² by 2027, establishment of state-aid minor collector partnerships with municipalities, mobility improvements and achievement of an even distribution of service life for bridges while maximizing freight, passenger benefits and mitigation of energy and environmental impacts.³

Based on Chapter 470 goals and limited traditional transportation resources, funding for construction stages of EXCITE projects will be dependent upon sources other than traditional funding. I-295 rehabilitation and extraordinary bridge projects are possible exceptions as these improvements maintain existing critical transportation infrastructure versus system expansion.⁴

In order to make these investments and fulfill expectations for EXCITE projects, MaineDOT will work with the Joint Standing Committee on Transportation regarding non traditional funding for the

² Chapter 470 capital reporting goals did not include Urban Collectors of which Maine has just over 300 miles.

³ References Section A of Chapter 470 in which a report card is to be produced each biennium

⁴ Funding for I-295 rehabilitation southbound used traditional sources whereas the northbound I-295 project is relying on the American Recovery and Reinvestment Act (stimulus) funding.

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construction stage of EXCITE projects that move forward and funding for all necessary operating, equipment or annual maintenance cost increases. In Section III of this report, MaineDOT has provided some indication of perceived viability for non-traditional transportation fund sources for specific projects.

Limitations of Congressionally Designated Funding and TransCap

It should be noted that Congressionally designated funding (Earmarks or High Priority Project designation) typically requires a 20% non-federal match and Congressionally designated funding has traditionally fallen into two categories – above the line and below the line funding. Above the line funding represents additional resources to Maine while below the line funding simply reallocates what would otherwise be flexible resources available for other Chapter 470 goals. Although Chapter 470 created TransCap as a funding option, TransCap needs consistent and dedicated resources behind it. If TransCap resources come from traditional transportation fund sources, it will not represent a viable mechanism to fund EXCITE projects without compromising MaineDOT's ability to meet other Chapter 470 goals.

The recent receipt of American Recovery and Reinvestment Act (ARRA-aka stimulus) funding is an unusual one-time infusion of 100% federal funding; it comes at a perfect time but it is not transformative.

Community Consensus

MaineDOT interprets “community consensus” to include all communities potentially impacted by the project as well as legal and permitting requirements. This interpretation is necessary because EXCITE projects by definition have regional or statewide implications. Secondly, regardless of community support, any transportation project must meet the requirements of the National Environmental Policy Act (NEPA) if federally funded or requires federal permits. Depending on affected resources, it must be able to be permitted by federal regulatory agencies such as the Army Corps of Engineers and State regulatory agencies such as the Maine Department of Environmental Protection regardless of funding type used. Projects may also be subject to additional state and federal requirements. For instance, both state and federal transportation planning laws mandate a public involvement process for these types of projects. Nevertheless, while MaineDOT makes every reasonable effort to achieve broad-based support for transportation improvements, uniform support on a clear alternative is not always obtainable.

Future EXCITE Projects

Despite the fact that MaineDOT does not have enough resources to fund existing EXCITE projects over the next 20 years, stakeholder desire and support to begin additional study efforts continues to rise. While many of these efforts may have merit based on transportation factors, it does not seem fiscally prudent to begin new efforts that will lead to additional tens of millions in expectation without the ability to fund current projects or adequately maintain or improve the existing system. Further, changes in federal policy are needed to allow long term planning for corridor preservation even though construction funds are not committed provided that directly affected land can be purchased thereby avoiding negative impacts to property values.

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II. EXCITE Project Prioritization

As required under Chapter 470, this report assigns a priority to each EXCITE project. However, it should be noted that all EXCITE projects were initiated in response to legitimate needs. They have only reached their current status after being given higher priority over other statewide project requests. Nevertheless, as the gap between transportation needs and resources continues to grow, all projects, particularly ones estimated over \$10 million must continue to be evaluated and prioritized. The prioritization process described below is based primarily on transportation factors. Even with this degree of prioritization, MaineDOT does not anticipate having enough resources to fund even all top priority projects with traditional funding sources without significant adverse impacts to the rest of the transportation system and other Chapter 470 goals.

As part of the prioritization process, MaineDOT evaluated each project based on goals included in *Connecting Maine* as follows:

- Ensure a Safe and Secure Transportation System,
- Ensure the Sustainability of Maine's Transportation System,
- Develop and implement transportation programs that Enhance Quality of Life
- Promote Economic Vitality and Competitiveness through transportation investments and
- Enhance Public Awareness and Participation in transportation decision making

MaineDOT also considered the following factors if applicable when the prioritization process:

- Transportation Factors
 - Average annual traffic, Vehicle Miles Traveled
 - Availability and length of detour routes; Vehicle Hours Traveled
 - Whether or not bridges are on the established critical bridge "Watch List."
- Environmental Factors
 - Greenhouse Gas Emissions added or removed
 - Ability to accommodate wide variety of users
- Fiscal Considerations
 - Future operating and/or maintenance costs,
 - Whether or not funding has been established for these projects,
 - Viability for new funding options,
 - Whether the projects maintains current capacity (fix it first) or expands system options
- Regional or Statewide considerations
 - Benefits to Regional or Statewide Economy
 - Relationship to Corridors of Regional and Economic Significance for Transportation – CRESTs⁵),

Projects with an "A" priority represent projects that MaineDOT would fund with traditional resources after exhausting all other options. These projects are all necessary to maintain the existing transportation system. They not only score high based on an evaluation of MaineDOT's goals, but the transportation system would be significantly worse if these investments are not made.

⁵ CRESTs were identified through a collaborative process involving the Regional Planning Organizations and Maine's Economic Development Districts. More information on CRESTs can be found in *Connecting Maine*.

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Some bridges with an “A” priority will take place after other projects. The investment schedules for bridges will largely be set by their infrastructure condition.

Projects with a “B” priority represent projects that score high via an evaluation of MaineDOT’s goals and are far enough into the planning stages that viable alternatives are clearly defined. These projects may also have some funding available to them.

Projects with a “C” priority score *comparably* low to other EXCITE projects based on MaineDOT’s goals. These projects may not yet be fully defined and could require additional years in the planning stage.

Additionally, priorities denoted with a “++” have a perceived viability for non-traditional funding options and could be accelerated. An example might be a low priority project from a transportation perspective that has a high likelihood of private sector funding.

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III. EXCITE Capacity Projects

Projects listed in Section III.A below are in the same order as listed in Chapter 470. Other transportation needs that will rely on significant new investment and which were either unforeseen or were only in the earliest planning stages when Chapter 470 was enacted are listed in Section III.B. Section III.C lists significant Aviation needs and the anticipated State share.

A. ONGOING EXCITE NEW CAPACITY STUDIES

1. Aroostook County North-South Transportation Study – Study Sponsors – Leaders Encouraging Aroostook Development (LEAD)

The purpose of this study is to identify transportation improvements that would help stem the economic downturn that has occurred over the past several decades and spur future economic growth within Aroostook County. MaineDOT is currently advancing 2 segments of the transportation study through the Army Corps of Engineers process for determining the Least Environmental Damaging Practical Alternative (LEDPA) – that would be followed by the preparation of the Final Environmental Impact Statement, both of which are required prior to implementing improvements.

In early March, 2009, MaineDOT entered into an agreement with city of Caribou to finalize the environmental documentation and prepare designs such that an improved connection between Route 1 and 161 in Caribou that will reduce travel time for through travelers in the region could be started in the summer of 2010. MaineDOT has received a LEDPA determination for the Caribou Segment from the Corps in September 2008. Provided additional funding is secured, later phases of the Caribou bypass could be built beginning in 2011. The estimated cost of the Route 1/161 connection is \$8 Million with remaining portions estimated at \$12 Million.

Initial strategies under consideration are a bypass of Presque Isle and MaineDOT anticipates receiving a LEDPA determination for the Presque Isle Bypass Segment in the spring of 2009. The final step would be completing the Final EIS and receiving a Record of Decision from the Federal Highway Administration in early 2010. Depending upon funding availability and time required for engineering, construction could begin by 2012 with initial phases complete by 2014. The Presque Isle Bypass is estimated to cost \$80 Million in 2008 dollars.

Future phases which will include improved connections to the St. John Valley and between southern and central Aroostook County will require additional environmental documentation and will likely cost tens of millions more. The planning and permitting phases have been funded at \$7.1 million primarily with federally designated funding along with a twenty percent Highway Fund or Highway Fund Bond match. Future potential funding sources are likely to include continued Congressionally-designated funding and other sources developed in conjunction with the Joint Standing Committee on Transportation. In particular, the Joint Standing Committee on Transportation will be asked for input on how to fund the up to \$20 million in non-federal resources should this project receive sufficient Congressionally-designated resources. The committee will also need to assess how to fund the maintenance costs for these new transportation facilities.

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Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources ⁶	Priority
\$7.1 Million (\$6.75 Million spent to date)	\$70-100 Million	\$100 M+ Capital Annual Maintenance	Congressionally Designated funding Unknown	Presque Isle "B" Caribou "A" Future phases "C"

2. East-West Corridor Improvements – Study Sponsors: MaineDOT and the East-West Highway Coalition

MaineDOT is finalizing the planning and alternative selection phase for the I-395/ Route 9 Transportation Study and the Skowhegan Transportation Study described below. These projects are the next stages of an established MaineDOT plan that also included a new border crossing in Calais and Route 2 improvements. MaineDOT is also leading an international Canadian-American (CAN-AM) East-West Corridor Planning Effort which will identify additional connections within Maine and beyond. Future multimodal project improvements will be identified in CAN-AM.

- **I-395 Route 9 Transportation Study**

The purpose of this study effort is to develop an affordable transportation solution that improves regional system linkage, safety, the current and future flow of traffic and the shipment of goods between I-395 and Route 9 while minimizing environmental and social impacts. MaineDOT is currently preparing a Draft Environmental Impact Statement (DEIS) and a Draft ACOE permit application that is evaluating 5 build alternatives along with an upgrade and no-build alternative. The Department anticipates completing these milestones by late summer/early fall 2009 and the Final Environmental Impact Statement by early summer 2010. If the ultimate transportation solution includes a controlled access highway that will likely cost \$70 to \$80 million in 2008 dollars. The current planning and permitting phases have been funded at \$2.5 million, using primarily federal flexible funding, Highway Fund Bond and limited Congressionally-designated resources. Based on the ultimate transportation solution for this project, the Joint Standing Committee on Transportation may be asked to consider funding policy changes and/or enhanced public/ private partnerships (tolling) to fund construction of this project. The committee will also need to assess how to fund the maintenance costs for this new transportation facility.

- **Skowhegan Transportation Study**

The purpose of this study effort is to identify an affordable transportation solution to improve traffic safety and relieve traffic congestion in downtown Skowhegan and on Routes 2, 201, 104 and 150; improve regional east-west and north-south traffic flow through the Skowhegan area for regional commuters, through travelers and local residents; improve cross-river access and response capabilities in times of emergencies; and provide the transportation capacity necessary to accommodate current demands and support region-wide economic and community development in a manner consistent with Skowhegan's Comprehensive Plan. MaineDOT expects to have a Draft Environmental Impact Statement (DEIS) and complete the Army Corps of Engineer's permit application process by Spring 2010; and a Final Environmental Impact Statement (FEIS) could be

⁶ Over \$40 million in Congressionally-designated federal funding is already available for this project which will be used once the project receives approval from permitting agencies and the Joint Standing Committee on Transportation approves a funding solution for the estimated 20% non-federal share of this project.

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completed by late winter 2010. If the ultimate transportation solution includes a new bridge and controlled access highway, it will likely cost \$45 to \$60 million in 2008 dollars. The current planning and permitting phases have been funded at \$2.0 million in federal flexible funding and from the Highway Fund. Based on the ultimate transportation solution for this project, the Joint Standing Committee on Transportation may be consulted on funding policy changes and/or enhanced public/ private partnerships to fund construction of this project. The committee will also need to assess how to fund the maintenance costs for this new transportation facility.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$4.5 Million (\$3.5 Million spent to date)	\$115-\$140 Million	Likely \$100 M+ Capital Annual Maintenance	Congressionally Designated Funding Public/ Private Partnerships	I-395/ Rte. 9 "B" Skowhegan "C"

- Northeast CanAm Connections Study, Sponsors: US Congress, MaineDOT/ Legislature, Federal Highway Administration – Borders and Corridors Program**

The purpose of this study is to examine the extent to which better east-west transportation links across the border and among the states and provinces can play a vital role in bolstering the CanAm region. The effort is a comprehensive study of transportation deficiencies that affect economic development of the Northeast Border Corridor. This region spans the states of New York, Vermont, New Hampshire, and Maine, and encompasses the neighboring provinces of Ontario, Québec, New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland and Labrador. The international analysis is called "Northeast CanAm Connections: Integrating the Economy and Transportation."

In 2005, the U.S. Congress provided \$1.0 million funding under the Borders and Corridors Program to be matched with \$0.25 million from the State of Maine. A motivation for funding the initial study was concern about the fact that much of the Northeast CanAm Region (other than two large metropolitan areas) has suffered from a higher than average number of indicators of economic distress. These indicators include levels of worker income and job and population growth that are either stagnant or lagging behind the more robust economic growth occurring elsewhere in North America (e.g., the southeastern and southwestern United States and the Toronto, Canada, region). Despite the explosion in global trade, the population and economy of the CanAm Region as a whole has grown slower than other regions of North America. The CanAm Region's international trade growth (including both cross-border and overseas trade) has also lagged behind growth in other areas of North America. While the economy has lagged, there also has been concern that the Region's multimodal transportation networks have not kept up with shifts in cross-border and international trade patterns that have emerged in the last few decades.

An Executive Summary was released in September, 2008. A draft final plan will be circulated for review by stakeholders in Summer 2009 with a final report to be released by Fall 2009. The study lays out six investment strategies for the CanAm region to improve transportation connections throughout the region with the objective of making the region more attractive to international trade opportunities from Asia and Europe.

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The investments are from a low of \$1.0 billion to a maximum of \$15.0 billion. The report recognizes that for investments of this magnitude, strategies involving public and private collaboration will be essential to implementation.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$1.25 Million \$1.175 million spent to date	TBD Subsequent studies, evaluations, and infrastructure investments needed and funding on a case by case basis.	TBD Current estimates to implement study strategies \$1.0 Billion to \$15.0 Billion	Private, Public, and Public-Private Investments	“C++”

3. Gorham East-West Corridor Study - Study Sponsors – Maine Turnpike Association in partnership with MaineDOT (Resolve 1720 Chap 95 123rd Legislature)

Phase I of Gorham Connector Study opened in December 2008; Phase II remains unfunded. The above noted Resolve requiring an assessment is being undertaken before a decision is made to move forward.

The purpose of this effort is to identify an affordable transportation solution to improve economic connections and mitigate congestion by assessing the practicability, feasibility and perhaps an ultimate location of a new or extended transportation corridor between the Gorham area and major transportation facilities in the greater Portland area including the Maine Turnpike, I-295 and the Portland Jetport, as well as the new Gorham Bypass, recently opened to traffic in December of 2008. If a new highway segment were found to be a preferred alternative it could well be constructed and implemented as part of the Maine Turnpike system. This Phase I feasibility study will evaluate potential strategies to improve transportation in the east west corridor between Portland and the communities in western Cumberland County, particularly in the vicinity of Gorham, Maine. The Phase I Study will develop a Purpose and Need Statement consistent with NEPA as well as develop a broad range of strategies and rationalize a preliminary list of feasible alternatives and methodologies of study consistent with Maine’s Sensible Transportation Policy Act. The study will be lead by Maine Turnpike Authority with MaineDOT functioning in a supporting role with a 20% funding share. The State’s 20% financial responsibility for this study is estimated between \$300 and \$600 thousand and would likely be from the State Highway Fund. Funding for future phases would be dependent upon what, if any, transportation solutions move forward to a Phase II study effort foreseen to likely include NEPA documentation and Army Corp permitting. This study is in very early kickoff stages; the Turnpike Authority has secured HNTB Corporation to be the prime consultant to coordinate the Phase I Study and the Department continues to review and assist in the crafting of the Scope of Work and formal Cooperative Agreement. If the ultimate transportation solution includes construction of a controlled access highway, it is estimated to cost \$100 to \$125 million in 2008 dollars and is currently envisioned to be the primary responsibility of the Maine Turnpike Authority. At this early stage of the study process the Phase I Feasibility Study is foreseen to be complete by close of 2010.

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Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
Study Budget Shared with MTA	Tbd	Tbd	Tbd	Tbd

4. I-295: South Portland to Brunswick Capacity Improvements - Sponsors: MaineDOT/Maine Legislature

The purpose of the nearly completed I-295 Corridor Study is to identify transportation improvements that would allow I-295 to operate safely at an acceptable level of service through 2025. The feasibility study area includes I-295 from Scarborough to Brunswick. Near-term and long-term recommendations include a variety of operational and capital improvements. In addition to the costs of Maine Turnpike and multimodal improvements that will help manage traffic growth on I-295, I-295 mobility improvements are expected to cost more than \$100 million over the next 20 years. The corridor study has been funded at \$300,000 using flexible federal funding and the state Highway Fund. The study, which is in draft form, should be complete in summer 2009. A number of near-term improvements have been funded with Highway Fund and Congressionally-designated resources. Long-term capital improvements will also likely be dependent upon Congressionally-designated resources and/or TransCap bonds. As MaineDOT considers the goals of this effort, it is also evaluating the benefits of passenger rail expansion on this transportation corridor. The Joint Standing Committee on Transportation should be aware that these capital investments will require additional maintenance and operations resources.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$300,000 - \$300,000 spent to date	\$100 Million	Tbd. Likely \$100 M additional Capital Annual Maintenance	Congressionally designated funding. TransCap New Revenue Sources	"B"

5. I-295 Brunswick to West Gardiner Rehabilitation

I-295, Brunswick to West Gardiner, was constructed in the early 1970s with concrete slabs intended to last 40 years. Except for the southbound rehabilitation project undertaken last year, it had not received any substantial capital improvements until MaineDOT began minor improvements in 2005. Due to deterioration, age, safety and increasing traffic, the need for major capital rehabilitation is approaching critical status. Just as it did in the southbound segment, MaineDOT proposes grinding the existing concrete prior to the application of up to 7 inches of pavement with a projected useful life of 20 years at a cost of \$33-36 million. MaineDOT rehabilitated the south bound section for \$33 M using GARVEE and has recently applied \$35.5 million in ARRA funding to the northbound section. Unlike most EXCITE projects, this project can move to construction very quickly.

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Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$33 Million	\$35.5 Million	Annual Maintenance	GARVEE New Revenue Sources	"A++"

6. I-95 Bangor Capacity and Modernization Improvements, Sponsor: MaineDOT

The purpose of the Bangor I-95 Corridor Study is to identify transportation improvements that would allow I-95 and its interchanges in Bangor to operate safely at an acceptable level of service through 2030. The feasibility study area includes I-95 from Exits 182 through 187, within the City of Bangor. The corridor study has approximately \$150,000 in flexible federal funding to supplement \$100,000 in funding from the Highway Fund for initial work. The study is in the analysis phase and is expected to be completed in late 2009. Future funding for specific projects identified in this study will likely be dependent upon the specific project types.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$250,000 \$120,000 spent to date	Tbd	Tbd	Tbd	Tbd

7. Lewiston/Auburn I-95 Downtown Connector

In coordination with the Maine Turnpike Authority, the purpose of this study is to identify future interchange needs in the cities of Lewiston and Auburn that would improve travel efficiencies from the Turnpike to the Lewiston/Auburn Central Business Districts, the South Lewiston Growth Area, and that would better integrate the existing MTA Androscoggin River Bridge into the existing local roadway network. Current study recommendations are: (1) MTA and MaineDOT to advance design and construction of an upgrade of existing Exit 80 (current Lewiston Interchange) to modern design standards; (2) preserve option for a future partial interchange at River Road in Lewiston; and (3) MTA and MaineDOT to work with the City of Auburn to preserve the necessary right of way for a future interchange at Route 136 in Auburn. The current study effort has been funded at \$1.2 million with Maine Turnpike Authority, Highway Fund and congressionally-designated funding. The Maine Turnpike Authority will be responsible for improvements directly related to its transportation system. The upgrade of existing Exit 80 along with improved connections to Route 196 is expected to cost about \$20 Million with funding being provided by the MTA and MaineDOT. However, this study will also require improvements to secondary connector roads likely to be dependent upon congressionally-designated funding or other to be identified funding sources⁷.

⁷ Over \$6 million in congressionally-designated federal funding is already available for this project which will be used once the project receives approval from permitting agencies and the Joint Standing Committee on Transportation approves a funding solution for the estimated 20% non-federal share of this project.

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Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources*	Priority
\$1.2 Million (\$675,000 spent to date)	\$20 Million	Tbd Additional Maintenance	Congressionally Designated Funds User Fees State Highway Fund	Improved Interchange "B" Preserving Future Interchange Options "B"

8. Small Starts: Portland to Brunswick Passenger Rail & Lewiston-Auburn Rail Corridor

The purpose of this study is to assess the viability and funding options for extending passenger transportation service north of Portland to preserve I-295 capacity, reduce greenhouse gas emissions and enhance Maine's economic competitiveness. The passenger transportation network would be a part of Maine's integrated, multimodal passenger transportation system that supports and promotes tourism and economic development. MaineDOT is currently undertaking an alternatives analysis for the pursuit of Federal Transit Administration (FTA) Small Starts funding. The focus of this effort is to determine the most cost effective and environmentally friendly options for implementing commuter service north of Portland to Brunswick and Auburn. This study considers the possible expansion to include a local service operated independently of Amtrak's Downeaster Intercity service with provision for future integration with that service. Estimated costs for the services could be in the range of \$70M for Portland to Brunswick and \$30M for Yarmouth to Auburn (track upgrades, stations, platforms and operations - does not include rolling stock). MaineDOT has received \$1 million in FTA funding for a study. Future funding in addition to what highly competitive FTA funding Maine may receive, including operational costs, will likely rely strictly on the General Fund and user fees.

Estimated time to completion: January 2010

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$1 Million (study only)	\$100 Million+	Tbd. Maintenance Annual Operating Equipment	User Fees Public/ Private Partnerships New Revenue Sources	Portland Brunswick "B" Other Improvements "C" such as Lewiston-Auburn Connection

9. Central York County Transportation Study (CYCTS) - Study Sponsors – MaineDOT in partnership with Maine Turnpike Association (Resolve 1720 Chap 95 123rd Legislature)

This Phase I feasibility study effort is to evaluate the existing east-west transportation needs between the Maine Turnpike and communities in western York County including the Sanford/Springvale area. The intent is to identify strategies to enhance, expand and preserve highway connections between Route 1 and the Maine Turnpike and communities in western York County while improving transportation efficiencies throughout central York County. This regional transportation study effort will develop a Purpose and Need Statement consistent with the NEPA; examine all modes of transportation, existing and future land use management efforts affecting transportation; evaluate upgrading of existing facilities, as well as consider Travel Demand

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Management (TDM) and Transportation System Management (TSM) options while relying on participation from several communities. The study will be led by MaineDOT with MTA functioning in a supporting role and providing a 20% funding share. The State's 80% financial responsibility estimated between \$1 and \$1.5 million would likely be from the State Highway Fund. Funding for future phases would be dependent upon what, if any, transportation solutions move forward to a Phase II study effort foreseen to be a formal NEPA document. This study has not formally been kicked off; although, Cooperative Agreements between the Department and the Turnpike Authority, and the Towns within the study area are in draft form. A draft scope of work and draft RFP document are works in progress. The Department and the Turnpike Authority have begun meeting with individual towns within the preliminary study area to dialogue regarding perceived transportation deficiencies and study scope. At this early stage of the study process the Phase I Feasibility Study is foreseen to be complete by close of 2010.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
Study Budget shared with MTA	Tbd	Tbd	Tbd	Tbd

10. Mid-Coast Corridor Capacity Improvements (Wiscasset Bypass) - Sponsor: MaineDOT

The primary objective of the Wiscasset Route 1 Corridor Study is to identify transportation improvements that would alleviate traffic congestion, while improving traffic safety and providing a net environmental improvement to the Wiscasset-Edgecomb study area. After numerous alternatives, the no-build alternative and three build (bypass) alternatives are currently under consideration. The bypass alternatives are controlled-access highways on new alignments that range from 3 to 5 miles in length. MaineDOT has completed the public comment period for the Draft Environmental Impact Statement and submitted the required Army Corps of Engineers Phase II Alternatives Analysis and permit application. A LEDPA (Least Environmentally Damaging Practicable Alternative) determination by the Army Corps of Engineers is expected in the spring of 2009. A Final Environmental Impact Statement is expected in the fall, and a Record of Decision is expected in late 2009. The planning study has been funded for approximately \$2.3 million in Highway Fund and flexible federal funding. The costs of the build alternatives are approximately \$80 million in 2008 dollars. Once the planning phase is complete, the timetable for construction will be based on the alternative selected and available resources for construction. MaineDOT may develop a long-term multiple phase approach consisting of design and right-of-way acquisition prior to construction. Of all new capacity EXCITE projects, this project is closest to receiving a Record of Decision if financial resources are available to move to the design and right of way phase.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$2.3 Million (\$2.3 million spent to date)	\$80 Million	Annual Maintenance Costs	Congressionally Designated Funding Public/Private Partnerships Traditional	"B"

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11. MaineDOT's Three Port Strategy

MaineDOT and the Maine Port Authority develop, maintain and expand Maine's port infrastructure to ensure continued economic growth and global competitiveness. To this end, MaineDOT has an established three port strategy. This strategy links specific ports with the rest of Maine with the added benefit of containing industrialized development along the coast. The southern and western regions are supported via Portland, the eastern and northern regions via Eastport, and the central coastal and interior regions via Searsport. Each port is being developed to meet its unique needs and markets. The specific timetable for improvements below will be subject to environmental permitting and funding availability. The Governor's new Freight Strategy identifies \$9.5 Million in new G.O. bonds funding (FY '09-'10) for the 3 ports. Assuming passage of the bonds, Portland's International Marine Terminal is targeted at \$3.5 Million, Searsport's channel dredging project is funded at \$4.5 Million and the Port of Eastport is scheduled for a \$1.5 Million investment.

- **Eastport**

Eastport continues to rely on a single customer in its port, Domtar mill at Baileyville which produces pulp, however its future is in doubt. In the near term, investments at Eastport, such as the \$1.5 Million in the upcoming bond issue, should be made to help diversify its customer base. To facilitate this change, new bulk handling equipment should be acquired to accommodate additional customers for a cost of up to \$3 million within the next five years. In this same time period, new docking facilities will also be needed to support a fledgling small cruise ship business for up to \$1.5 million. The downtown pier will require rehabilitation so that it can continue to be used long-term at a cost of up to \$7 million. Its rehabilitation schedule will be based on deterioration but will likely be needed within the next twenty years. In addition, improved access to rail needs to be analyzed.

- **Searsport**

Searsport requires additional infrastructure to support new and expanded business opportunities. These near-term infrastructure investments would be public/ private partnerships and could include an enlarged paved storage area for lay down of cargo for \$2.0 million, one mobile harbor crane to facilitate the loading and unloading of cargo for \$5.0 million, and a channel deepening and turning basin project to be undertaken by the Army Corps of Engineers for up to \$16 million. The State share for this dredging project is included in the upcoming bond issue.

With the Transportation Committee's implementation of the JUPC agreement, the Maine Port Authority is now marketing the Port of Searsport. Based on growing needs and economic opportunities, long term improvements could include development of a new container terminal at Searsport (Mack Point or Sears Island). Such an undertaking would require development of infrastructure unique to a container terminal. For instance, this infrastructure might include: 200 acres of paved container storage area at a cost of up to \$130 million; 2500 linear feet of new pier estimated at \$35 million; four gantry cranes for a total of \$15 million; additional deepening of the navigation channel estimated at \$15 million; and road and rail additions and improvements for up to \$26 million. These improvements would be predominantly privately funded.

- **Portland – Internal Marine Terminal**

Portland's port traffic expanded in 2008 but has declined in the first quarter of 2009. Relocation of the Cat high-speed international ferry service to the eastern end of the waterfront has allowed for expansion to accommodate the new business. However, the facility needs substantial investment to be optimized for container traffic and renewable energy projects. The pier also requires substantial

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upkeep and maintenance. Some of these improvements will be undertaken with \$3.5 Million from the new proposed bond issue. These investments will be required for improvement of the pier, yard upgrades, major pier renovations and deck strengthening. Additional land acquisition for container storage and renewable energy projects are also envisioned at a cost of \$12 Million.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
N/A	\$265-\$306 Million	Tbd	Private General Fund	Short-term Projects "B++" Long-term Projects "C++"

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B. OTHER EXCITE ELIGIBLE TRANSPORTATION NEEDS

The preceding projects are those mentioned specifically in Chapter 470 Section B-2 but are not the only projects under evaluation. A number of assessments were begun either before or after enactment of Chapter 470 and will likely generate the need for significant investments when completed.

1. Portland Downeaster Extension – Sponsor: NNEPRA and Maine Legislature

The objective of this project is to rehabilitate approximately 30 miles of existing Pan Am freight rail lines between Portland and Brunswick, Maine to support the extension of the Amtrak Downeaster passenger rail service from its existing terminus at the Portland Transportation Center to Brunswick’s Maine Street Station. The Downeaster currently operates five round-trips daily between Boston, Massachusetts and Portland, Maine. This infrastructure rehabilitation will enable up to four of those trips to continue to Brunswick, with a stop in Freeport, Maine in an overall travel time of 50 minutes between Portland and Brunswick. The goal is to complete construction and begin operating service in the fall of 2010.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$0	\$35 Million+	Maintenance Annual Operating Equipment	RRIF Loan (25yrs) GF (50% car rental funds @ \$3.1M annually) CMAQ	“B++”

2. Gateway 1 – Corridor Preservation Strategic Plan (U.S. Route 1 Mid-Coast) - Sponsor: MaineDOT, Maine State Planning Office, FHWA and 20 mid-coast municipalities.

Gateway 1 is a land use and transportation strategic plan for Mid-coast Route 1 involving 20 municipalities from Brunswick to Stockton Springs, MaineDOT and the State Planning Office. The plan, which focuses on preserving mobility and quality of life along the transportation corridor, is expected to be completed by summer and submitted to the communities for adoption. Land use and transportation actions such as village style zoning, land use development standards, visual resource protection standards, intersection improvements, access management, and introduction of transit oriented development patterns of development, are proposed to go hand in hand to keep or enhance the world class attractions – both natural and man-made - that act as the economic engine for the region. Planning study dollars expended for this 100 mile corridor are \$2.3M; the 20 year transportation improvement package excluding transit solutions is estimated at \$120 Million.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$2.3M	\$120 Million	Annual Maintenance	Highway Fund, General Fund, New Revenue Sources	“B”

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3. Brunswick Naval Air Station Access Feasibility Study – Sponsor: MaineDOT, Governor’s Office of Redevelopment and Re-employment, Department of Defense Office of Economic Adjustment.

- **Strategy 1** -Evaluate the need and potential locations of improved direct BNAS access from Route 1 (Rt. 1)
- **Strategy 2** -Evaluate the need for additional capacity for current and future traffic along Route 196 (Rt. 196) from I-295 (Exit 31) to Rt. 1 (current Coastal Connector) and congestion relief at the Rt. 196/201 interchange
- **Strategy 3** -Evaluate mobility improvements between I-295 (Exit 28) through the Town of Brunswick to Route 123 (Rt. 123)
- **Strategy 4** -Evaluate the need for additional capacity for current and future traffic along Rt. 1 (Mill St.) from Pleasant St. to Rt. 196 at the Topsham Bypass intersection to Rt. 1, and
- **Strategy 5** - Evaluate the need for redevelopment of direct access for the BNAS freight rail spur.

The formal NEPA Purpose and Need has not yet been established. Intent of the study is to identify feasible long range transportation strategies in support of the re-use of BNAS in response to base closure in 2011. Five strategy assessments are about to begin as recommended by the Governor’s Advisory Council. Funding is provided by the US DOD Office of Economic Adjustment. As a condition of funding, OEA has required MaineDOT to complete the study at the point of identification of the most practicable alternatives. The RFP was issued February 5, 2009. Governor’s Office asked MaineDOT to develop a timeline based on a “best case” scenario in which we would complete all five studies by December 2009. MaineDOT has provided \$150,000 as match to the \$1.025 million grant from OEA. Estimates for solutions not known to date.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$1.025 M (OEA) \$150,000 (ME)	Tbd	Tbd	GO Bonds New Revenue Sources	“B++”

4. Upper Saint John Valley Commercial Border Crossing Feasibility Study – Sponsor: MaineDOT, US GSA and New Brunswick

The feasibility study was prompted by LD 511 “Resolve, To Study the Feasibility of Locating a Border Crossing in the St. David Area” sponsored by Representative Charles Theriault in April 2008. The objective of this study is to evaluate the need for a new Commercial Border Crossing facility along the Upper Saint John Valley between Maine and New Brunswick. MaineDOT, in cooperation with the US General Services Agency and the New Brunswick Department of Transportation, has agreed to fund the study up to an amount of \$30,000 per agency for a total cost not to exceed \$90,000. The study is expected to take approximately a year to complete once a consultant is under contract in Spring 2009.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$30,000	Tbd	Tbd	Tbd	Tbd

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5. Augusta Manchester Route 202 Improvement Study – Sponsor: MaineDOT

The level of improvements along Route 202 between Augusta and Manchester were completed and presented to both communities in late summer 2007. The proposed improvements would change the existing 2 and 3 lane sections to a 4 lane median divided highway with opportunities to reverse direction in several locations and would tie into the existing 4 lane median section in Augusta. The proposed reconstruction would also lower the grade at the top of Pelton Hill at the Augusta/Manchester town line and would require the relocation of 2 businesses in that area. MaineDOT has already acquired a parcel that would be used as a future location to reverse direction. The project is ready to advance into final design. NEPA has been completed. \$400,000 was allocated to undertake the study and approximately \$330,000 have been spent to date. Total cost for upgrading this corridor in 2008 dollars is \$17 Million

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$330,000	\$17 M	Annual Maintenance Costs	New Revenue Sources	“C”

6. I-95 Augusta Exits 112 and 113 – Sponsor: MaineDOT, City of Augusta, Area Development Community

There are currently two ongoing feasibility studies within the Augusta Exit 112 and Exit 113 areas. The Augusta North Connections (Exit 113) sponsored by Augusta Board of Trade and Kennebec Valley Chamber of Commerce; and the Civic Center Drive (Route 27) Corridor Study (Exit 112) sponsored by Maine Department of Transportation. The purpose of these studies are to determine the potential future travel demand on Civic Center Drive (Route 27) and the scope, cost and feasibility of roadway improvements needed to mitigate the potential increase in traffic. MaineDOT is currently preparing an Interstate Connections Justification Report and anticipates completion by summer 2009. The Exit 112 study has been funded at \$50,000 using federal funding and the state Highway Fund. The Exit 113 study has been funded at \$100,000 using private funding. The next step would be to initiate the National Environmental Policy Act (NEPA) process at an estimated cost of \$100,000. Funding for the NEPA study is anticipated to be a public/public/private partnership. Feasibility level estimates for improvement are in the range of \$25 million in 2008 dollars for both interchanges and related connections.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$150,000 (\$100,000 Private; \$50,000 ME)	\$25 M	Maintenance Costs	Public Private partnership, New Revenue Sources	“B”

7. South Berwick Feasibility Study, Sponsor: KACTS (MPO for Kittery-Berwick area)

The primary objective of the South Berwick Feasibility Study is to identify a feasible long-term action to alleviate the chronic traffic congestion in the village of South Berwick. The study

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originated from a recommendation of the recent Route 236 Corridor Study. The current study is in the scoping phase, with completion of data collection in the spring of 2009, the screening of alternatives in the summer, and the submittal of a final report in the fall of 2009. The cost of the South Berwick Feasibility Study is estimated at \$80,000 funded by KACTS. Costs beyond this study are yet to be determined.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$80,000 (KACTS)	Tbd	Tbd	Tbd	Tbd

8. Trenton Intermodal facility- Sponsor: MaineDOT, Friends of Acadia, Acadia National Park (ANP)

This facility has completed NEPA documentation and is in phase I of design, permitting and construction. The project is intended to attract day users of Acadia National Park who would access the Island Explorer off Island thus reducing traffic congestion and air quality effects that decrease the visitor experience. Phase I, total estimated cost is at \$14.1 Million and involves the engineering and construction of a bus maintenance facility which will be operated by Downeast Transportation Inc. (DTI); Phase II, estimated at \$9.7 Million, features the construction of a visitor center, park 'n ride facilities among other site improvements. Phase III, estimated at \$2.6 Million features the remainder of the ANP Welcome Center (including National Park Services [NPS] and DTI office space) exclusive of the proposed theater building. Phase IV, estimated at \$6.0 Million, features the NPS theater building and the ancillary community/commercial use building.

MaineDOT, FTA, NPS, local partners and bond proceeds are expected sources of funding.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$2.4	\$14.1 M	\$18.3 M Construction plus Annual Operating Funds and Maintenance Costs	FTA, GO Bonds, User Fees Public/Private Partnerships	"A"

9. Maine State Ferry Service Business Plan and Capital Needs Assessment – Sponsor: MaineDOT/Maine State Ferry Service

The Business Plan will include an exploration of alternatives other than fare increases for raising revenues, options for reducing or minimizing costs, and maintaining or increasing services for the islands of Frenchboro, Islesboro, Matinicus, North Haven, Swan's Island and Vinalhaven. The Business Plan will also outline a plan for communities to partner with the Maine State Ferry Service to keep travel to the islands viable, and provide safe, efficient, dependable and affordable transportation that reflects the individual needs of the six islands.

The final report, due by May 1, 2009, will include essential data and analysis, an examination of alternatives, as well as:

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- A MaineDOT perspective and/or a statement of short-term budget and funding challenges that may impact MSFS operations:
- Projection of likely ranges of revenues and expenses (e.g. 10 years)
- A summary of MSFS operations over time (e.g. last 8 years)
- MSFS overall revenues and expenses over time (e.g. last 8 years)
- Identification of major capital needs – both land side and vessels
- Identification of maintenance needs – both land side and vessels
- Discussion of most important objectives (e.g. importance of keeping fares affordable for year-round residents)
- Analysis of funding alternatives for increasing revenues and controlling costs
- Brief review of other alternatives identified by the Advisory Committee
- List of areas/topics needing more study
- Recommendations

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$17M (Governor Curtis replacement)	\$15,000 – Planning Study only	Tbd: Vessels Facility & Vessel Maintenance and Annual Operating Equipment Costs	FHWA/FTA User Fees Public/ Private Partnerships New Revenue Sources	“A”

10. Bicycle and Pedestrian / Maine Trails of Statewide Significance

The Maine Department of Transportation has many policies and programs that help make bicycling and walking an integrated element of Maine’s transportation system. Providing safe access for bicyclists and pedestrians on the transportation system and improving village environments are essential to the quality of place and safe and efficient transportation in Maine. MaineDOT policies help ensure that needs for pedestrians and bicyclists are considered for incorporation into all transportation decisions on the state highways, bridges, and in village areas. MaineDOT works with communities throughout the state to enable walking and bicycling access and connections by creating well planned growth areas, sidewalks, shoulders, bicycle and pedestrian trails connecting communities, neighborhoods and schools. Bicycle and pedestrian connections, including sidewalks in village areas, help improve Maine’s quality of life (and place), reduce the need for congestion relief measures, help attract economic development and tourism, lead to healthier lifestyles, and help reduce air pollution. MaineDOT assists local communities with local improvements to the bicycle and pedestrian transportation system through its Quality Community Program.

Trails of Statewide Significance: The MaineDOT Trails of Statewide Significance include the Calais Branch Corridor, Mountain Division and East Coast Greenway.

- The Calais Branch Corridor, connecting Ellsworth to Calais (85 Miles) is currently under construction and is expected to open in the fall of 2009.
- The Mountain Division Corridor is 50 miles long and is planned to be both an important rail corridor, and bicycle and pedestrian connection from Portland to Fryeburg. Currently 4.7 miles have been built, with another 5 miles to be constructed in Fryeburg in 2009.

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- The 77-mile Eastern Trail, which is part of the East Coast Greenway, is envisioned to connect Kittery to Portland. Sections in South Portland, Scarborough and Old Orchard Beach have been constructed. The section connecting Biddeford, Arundel and Kennebunk is in final design with construction set to begin in 2009.
- MaineDOT has recently completed the Kennebec River Rail Trail (7 Miles), connecting Augusta, Hallowell, Farmingdale and Gardiner.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$4 Million per year on Bike, Pedestrian Facilities and Trails	\$70-75 Million ⁸	\$100+ Million ⁹	Federal Transportation Enhancements Federal Safe Routes to School State Bonds Local Funds	"B"

12. Franklin Street Arterial Context Sensitive Solutions Assessment

With federal and state funding through the PACTS MPO, the City of Portland is conducting a context sensitive solutions study of Franklin Street Arterial. The study seeks to find ways to accommodate motorists, bicyclists and pedestrians equally and to provide more of a "human-scale" environment that fits in with neighborhoods around Franklin. Portland has hired a Vermont consultant to develop three conceptual alternatives to Franklin's current design for future feasibility study. Overseeing the current study is a steering committee that includes representatives from neighborhood groups, bicycle-pedestrian advocates, and business groups, the City of Portland Planning Staff, the PACTS MPO, MaineDOT and FHWA. PACTS will be responsible for funding the proposed feasibility study and any recommended transportation improvements that come out of the effort. (The study is being managed with MaineDOT oversight as a Locally Administered Project.)

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$30,000	Tbd	Tbd	PACTS MPO allocation/state match and/or federal High Priority Project (HPP) funds Local funds	"C"

⁸ The identified project needs are based on cost estimates developed from feasibility studies already completed on the Trails of Statewide Significance.

⁹ Future Needs costs are estimated from trail feasibility studies in process and prior requests made by municipalities to MaineDOT for walking and bicycling projects

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IV. EXCITE Extraordinary Bridges include info on status, funding to date, public interest issues, historic issues, fisheries issues of significance, candidacy for composite construction, status as relates to 246 and 386 lists

The Extraordinary Bridges in Chapter 470 are described below¹⁰. Future revisions to this report will include additional bridges based on Chapter 470 criteria and reflect needs of MaineDOT's bridge report pursuant to Executive Order Number 04 FY08/09. In short, that report indicated that Maine bridges are safe today, but MaineDOT needs to increase bridge investments by approximately \$50 million a year for Maine's entire bridge network including all extraordinary bridges. All of Maine's extraordinary bridges and most of Maine's entire bridge network are vital transportation lifelines with significant detour routes. Therefore, closing or posting most bridges to heavy loads is not a viable option. In 2008, the Maine Legislature authorized \$160 Million in TransCAP bonds for the next four years (fiscal years '10-'11 and '12-'13). This new fund source provided substantial relief without relying traditional fund sources.

Each bridge below will continue to be evaluated through MaineDOT's bridge inspection program. Specific scopes of work, time period for improvements and cost estimates will be revised as more information becomes known. Any bridge designated as historic will also have special design considerations applied during the design process. Although bridge capital improvement projects are subject to federal and state permitting requirements, the schedule, costs and the time it takes to move to construction once the permitting process begins is much more predictable than new capacity projects.

Prior Investment	Identified Project Needs	Future Needs	Likely Fund Sources	Priority
\$66 Million	\$333 Million +	Tbd Annual Maintenance Costs	Congressionally Designated Funding TransCap if funding mechanism established	All projects "A"

A. EXCITE Extraordinary Bridges

1. Bath, Carlton Bridge

Replacement of both the movable span and rail approach spans of the Carlton Bridge are anticipated to take place between 2020 and 2024 at an estimated cost of \$55 million.

2. Bath, Route 1 West Approach Viaduct

A wearing surface replacement was completed on the Route 1 west approach in Bath in 2007 at a cost of approximately \$2 million. A bridge replacement is anticipated to take place between 2016 and 2019 at an estimated cost of \$40 million.

¹⁰ Twenty three bridges are listed, two of which do not exist but are under consideration in studies described in Section III.

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3. Beals, Beals Island Bridge

Preconstruction Engineering for improvement is planned for the Beals Island Bridge in 2010 and 2011 at a cost of \$500,000.

4. Boothbay, Knickerbocker Bridge

The Knickerbocker Bridge has been scheduled for replacement using Hillman composite beams. Preconstruction engineering was funded in the 2006-2007 Work Plan at \$230,000, and construction has been funded in the 2008-2009 Work Plan at approximately \$5.5 million.

5. Brunswick, Frank J. Wood Bridge

Improvements to the Frank J. Wood Bridge are anticipated to occur between 2016 and 2019 at an estimated cost of \$12 million.

6. Canaan, Sibley Pond Bridge

A replacement is planned for the Sibley Pond Bridge. Preconstruction engineering has been funded in the 2008-2009 Work Plan at approximately \$650,000. Construction is planned for the 2010 to 2011 at an estimated cost of \$10 million.

7. Caribou, Aroostook River Bridge

A deck replacement is anticipated on the Aroostook River Bridge between 2016 and 2019 at an estimated cost of \$5 million.

8. Deer Isle, Deer Isle-Sedgwick Bridge

A bridge painting and rehabilitation have been scheduled in the near future for the Deer Isle Sedgwick Bridge. Painting was funded in the 2008-2009 Work Plan at approximately \$9.3 million. Rehabilitation of the main cables, deck, and substructure was funded at approximately \$11 million in the 2006-2007 Work Plan and for approximately \$700,000 in the 2008-2009 Work Plan. A substructure "underwater" rehabilitation was recently funded with \$5.0 Million in ARRA funding. Any future improvement needs will continue to be evaluated.

9. Fort Kent, International Bridge

A replacement is planned for the International Bridge and has been funded for \$1.7 million. Another \$3.8 million Maine share is needed and planned for the 2012-2013 Work Plan. Total \$11.0 Million will be equally shared by Maine Share and New Brunswick at \$5.5M.

10. Green, Turner Center Bridge

Improvements to the Turner Center Bridge are planned within the next 6 years at an estimated cost of \$7 million.

11. Harpswell, Bailey Island Bridge

A superstructure historic rehabilitation is underway for the Bailey Island Bridge. Preconstruction engineering was funded in the 2004-2005 Work Plan at approximately \$450,000. Construction was funded in the 2006-2007 Work Plan for \$5 million and in the 2008 to 2009 Work Plan for \$10 million. An additional \$750,000 is needed in the 2010-2011 work plan to complete the rehab.

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12. Howland, Penobscot River Bridge

Preconstruction engineering for improvement has been funded at \$640,000 in 2010-2011; construction is planned 2012-2013. Painting is planned for 2014 to 2015 for approximately \$6 million.

13. Howland, Piscataquis River Bridge

The Piscataquis River Bridge in Howland has been scheduled for replacement in 2010-2011 at a cost of \$8.5 Million. Preconstruction engineering was funded in the 2008-2009 Work Plan for approximately \$520,000.

14. & 15. Kittery, Memorial Bridge and Kittery, Sarah Mildred Long Bridge Connections Study

The low bid for the Memorial Bridge rehabilitation project was about \$15.3 million over estimate. This, coupled with an anticipated need for rehabilitating the Sarah Mildred Long Bridge and annual operating and maintenance costs of over \$1.2 million for each bridge last year, has resulted in MaineDOT, NHDOT and FHWA agreeing that a long-term analysis of the transportation needs of the area and full evaluation of alternatives is required to ensure that the significant costs to be expended makes sense.

MaineDOT is taking the lead on the ME-NH Connections Study and NHDOT is taking the lead on the bridge inspection work for both bridges. Both parties are splitting the costs of both studies evenly. The connections study is estimated to cost \$1.38 Million and the inspections study is estimated at \$2.5 Million. This cost does include the I-95 Piscataqua River Bridge inspection that will add another \$1.0 M. That work will now be conducted in FY10-11 as a separate project.

16. Madawaska, St. John River Crossing:

While listed in Chapter 470, it is believed that this references the new capacity assessment work underway as discussed on Section III.B item 4, Upper Saint John Valley Commercial Border Crossing Feasibility Study.

17. Norridgewock, Covered Bridge

The Covered Bridge in Norridgewock is fully funded and under construction at a cost just under \$22 M.

18. Portland, Martin's Point Bridge

Preconstruction Engineering is funded at \$750,000 in the 2010-2011 work plan. A bridge replacement is anticipated for Martin's Point Bridge and construction is planned for 2012 to 2013 at an estimated cost of \$33 million.

19. Prospect/ Verona, Waldo-Hancock Bridge

A removal of the Waldo-Hancock Bridge is planned for 2010 to 2011, at an estimated cost of \$6 million. MaineDOT plans to seek stimulus funding allocated to the U.S. Coast Guard for obstruction removal.

20. Richmond, Kennebec Bridge

MaineDOT funded preconstruction engineering for this bridge at \$50,000 with rehabilitation or replacement anticipated in the 2012 – 2013 work plan; estimated cost is at least \$25 million.

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21. Skowhegan, Kennebec River Bridge

While listed in Chapter 470 as one of 23 Extraordinary Bridges, it is believed to reference the analysis underway as described in Section III.A, item 2, Skowhegan Transportation Study.

22. South Portland, Veterans Memorial Bridge – Bike/ped facility

A replacement is anticipated for the Veterans Memorial Bridge. Preconstruction engineering is underway at an estimated cost of \$1,000,000. Construction is anticipated in the 2010 to 2011 for an estimated \$25 million, with an additional \$25 million to be funded in the in 2012 to 2013 work plan.

23. York, New Bridge

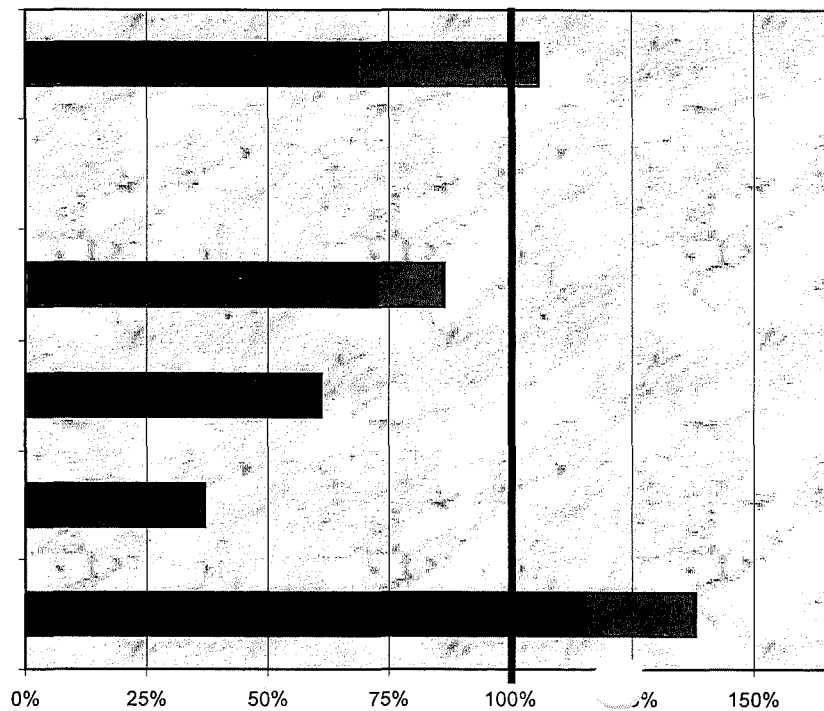
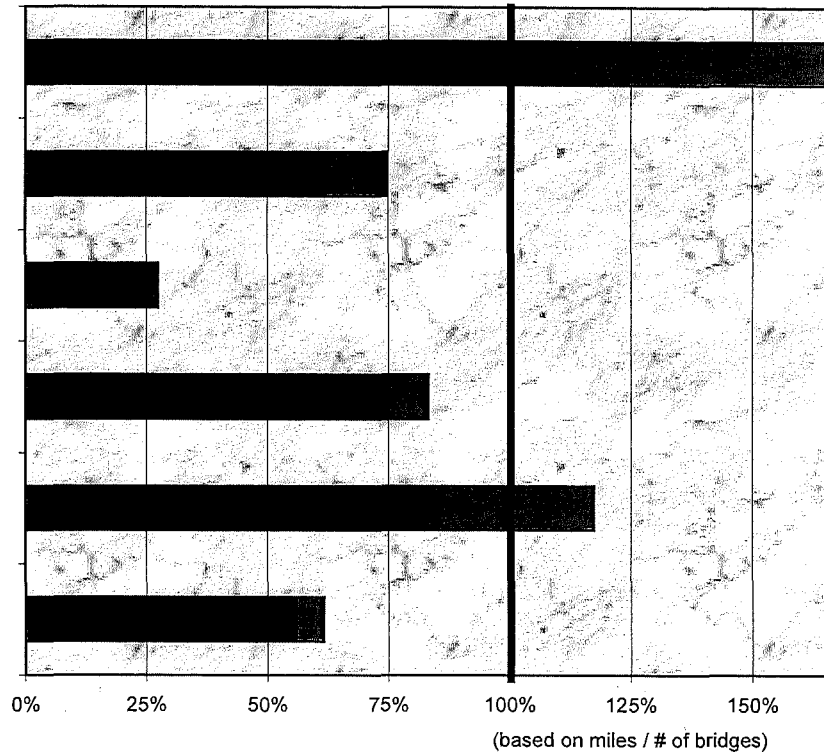
Preconstruction Engineering was funded at \$300,000 in 2008-2009; a replacement is anticipated for New Bridge in York to be funded in the 2010-2011 work plan for \$9.4 M.

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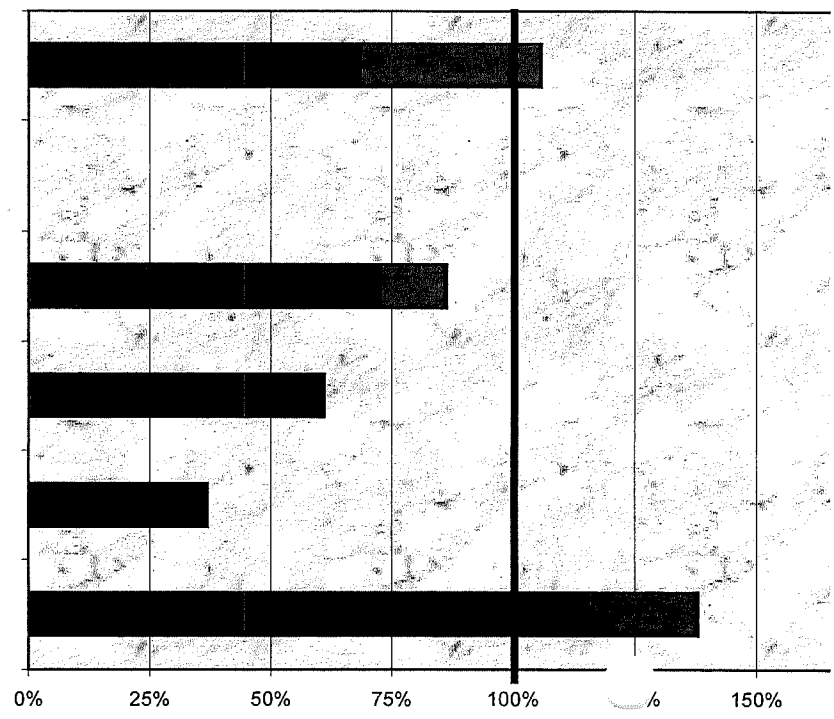
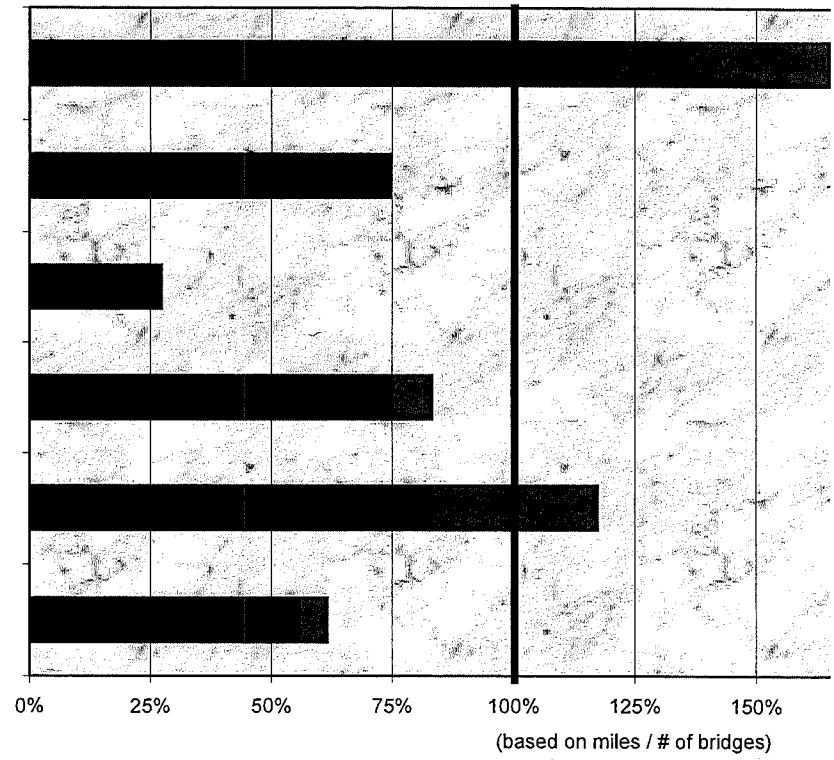
Summary:

Extraordinary Bridges Identified in Chapter 470	Priority
Bath, Carlton Bridge	A
Bath, Route 1 West Approach	A
Beals Island, Beals Island Bridge	A
Boothbay, Knickerbocker Bridge	A
Brunswick, Frank J. Wood Bridge	A
Canaan, Sibley Pond Bridge	A
Caribou, Aroostook River Bridge	A
Deer Isle, Deer Isle Sedgwick Bridge	A
Fort Kent, International Bridge	A
Greene, Turner Center Bridge	A
Harpswell, Bailey Island Bridge	A
Howland, Penobscot River Bridge	A
Howland, Piscataqua River Bridge	A
Kittery, Memorial Bridge	TBD
Kittery, Sarah Mildred Long Bridge	TBD
Madawaska, St. John Crossing	TBD
Norridgewock, Covered Bridge	A
Portland, Martin's Point Bridge	A
Prospect, Waldo-Hancock Removal	A
Richmond, Maine Kennebec River Bridge	A
Skowhegan, Kennebec River Bridge	TBD
South Portland, Veterans Memorial Bridge	A
York, New Bridge	A
New Capacity Projects Identified in Chapter 470	
Aroostook North-South Highway	Caribou Bypass – A Presque Isle – B Future phases - C
East-West Corridor Improvements	I-395 / Route 9 – B Skowhegan - C
Gorham East-West Corridor	C++
I-295 South Portland to Brunswick Capacity Improvements	B
I-295 Brunswick to Gardiner Rehabilitation	A++
I-95 Bangor capacity and modernization	TBD
Lewiston-Auburn I-95	Improved Interchange – B Preserving Future Interchange Options - B
Central York County Transportation Study (Sanford)	TBD
Mid-Coast Corridor Capacity Improvements (Wiscasset)	B
Three Port Strategy	Short Term Projects B++ Long Term Projects C++
Other Excite Eligible Needs	
Portland Downeaster Extension	B++
Gateway 1 – Corridor Preservation (U.S. Route 1 Mid-Coast)	B
Brunswick Naval Air Station Access Feasibility Study	B++
Upper Saint John Valley Commercial Border Crossing Feasibility Study	TBD
Augusta Manchester Route 202 Improvement Study	C
I-95 Augusta Exits 112-113	B
Trenton Intermodal Facility	A
Maine State Ferry Service Business Plan	A
Bicycle and Pedestrian / Trails of Statewide Significance	B
Franklin Street Arterial Context Sensitive Solutions Assessment	C

	Target	Cost (million)	Work	Cost (million)	Need
stem to a good condition or better maintain a free and safe flow of traffic;	91 miles	\$150.0	169 miles	\$118.7	\$31.3
minor arterial highways that are not roads	71 miles	\$174.0	53 miles	\$152.2	\$21.8
y major collectors that are not built to	183 miles	\$212.5	50 miles	\$33.6	\$178.9
highways in partnership with states elect to undertake such work chapter 6	12 miles	\$10.0	10 miles	\$7.4	\$2.6
Remaining Service Life (RSL) for	350 miles	\$151.0	411 miles	\$110.8	\$40.2
Remaining Service Life (RSL) for	120 bridges	\$240.0	74 bridges	\$122.3	\$117.7
ments to freight and passenger the extent practicable, energy and					
		\$35.6		\$37.7	-\$2.1
		\$76.0		\$65.7	\$10.3
		\$11.8		\$7.2	\$4.6
		\$4.6		\$1.7	\$2.9
		\$8.4		\$11.6	-\$3.2



	Target	Need (million)	Work	(million)	Need
stem to a good condition or better maintain a free and safe flow of traffic;	91 miles	\$150.0	169 miles	\$118.7	\$31.3
minor arterial highways that are not roads	71 miles	\$174.0	53 miles	\$152.2	\$21.8
y major collectors that are not built to	183 miles	\$212.5	50 miles	\$33.6	\$178.9
highways in partnership with states elect to undertake such work chapter 6	12 miles	\$10.0	10 miles	\$7.4	\$2.6
Remaining Service Life (RSL) for	350 miles	\$151.0	411 miles	\$110.8	\$40.2
Remaining Service Life (RSL) for	120 bridges	\$240.0	74 bridges	\$122.3	\$117.7
ments to freight and passenger to the extent practicable, energy and					
		\$35.6		\$37.7	-\$2.1
		\$76.0		\$65.7	\$10.3
		\$11.8		\$7.2	\$4.6
		\$4.6		\$1.7	\$2.9
		\$8.4		\$11.6	-\$3.2



	Target	(million)	Work	(million)	Need
em to a good condition or better maintain a free and safe flow of traffic;	79 miles	\$130.0	48 miles	\$42.1	\$87.9
minor arterial highways that are not ds	74 miles	\$181.3	17 miles	\$54.6	\$126.7
major collectors that are not built to	198	\$230.0	6 miles	\$12.0	\$218.0
ways in partnership with elect to undertake such chapter 6	14 miles	\$11.7	2.5 miles	\$2.0	\$9.7
Remaining Service Life (RSL) for	393 miles	\$169.0	160 miles	\$70.0	\$99.0
Remaining Service Life (RSL) for	125 bridges	\$250.0	133 bridges	\$222.0	\$28.0
nts to freight and passenger e extent n e, energy and					
		\$33.5		\$26.9	\$6.6
		\$86.3		\$61.4	\$24.9
		\$16.4		\$20.0	-\$3.6
		\$7.5		\$10.5	-\$3.0
		\$5.2		\$11.6	-\$6.4

