

MAINE STATE LEGISLATURE

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MaineDOT Delivers

2015 Year-End Report



Message from the Commissioner

*I am pleased to share with you the
MaineDOT Year-End Report for 2015.*

This report highlights our 2015 accomplishments, some key and ongoing initiatives as well as providing statistics about our day-to-day work.

The transportation needs of Maine, like every other state, always exceed available funding. We must continue to be smart, creative, and innovative in funding and prioritizing our projects statewide.

In 2015, MaineDOT published the Keeping Our Bridges Safe Report (KOBs). The report identifies an annual funding shortfall of approximately \$70 million for maintaining Maine's bridges. Thanks to a bond package overwhelmingly approved by voters in the fall, that gap was narrowed to \$33 million in 2016. The KOBs report also reminds us about the value of preserving our bridges to extend their life cycle and save taxpayers millions of dollars over the decades to come.

As Commissioner, I look at identifying and funding innovative and cost-effective new technologies. New materials in construction often achieve savings, strengthen durability and increase life spans for roads and bridges. This initiative has resulted in a collaborative approach with other Departments of Transportation across the country. In that vein, I was honored to be chosen Vice President of the American Association of State Highway and Transportation Officials (AASHTO) in September of 2015. In this capacity, I will have a unique vantage point for learning what other states are using for innovative technology and financing to support transportation across the country. The knowledge we share is invaluable. Putting best practices to work for our customers means MaineDOT is able to stretch each dollar wisely and continue to build and maintain a solid transportation network.

As we begin 2016, I am proud to lead an organization of people who are dedicated and talented. Together, we share a vision of a transportation infrastructure that is safe, efficient and benefits all who live, work and vacation in our state. We are making many great strides, but the best is yet to come.

Sincerely,



David Bernhardt, Commissioner



2015 Accomplishments

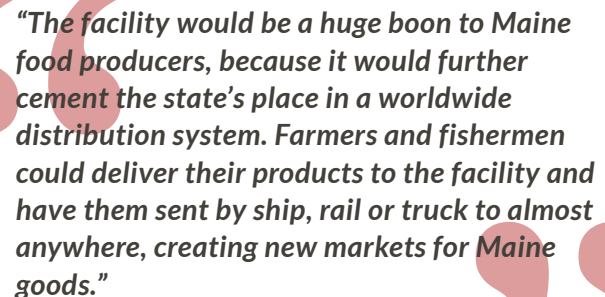
Cold Storage Heats Up Export Market

MaineDOT and the Maine Port Authority are helping Maine businesses expand, both nationally and globally, through strategic investments in rail and a new cold storage facility at the International Marine Terminal (IMT) in Portland. In 2014 and 2015, IMT focused on creating a container storage area that allows the port to load containers on rail cars for the first time in more than 50 years.

In 2015, MaineDOT and the Maine Port Authority also completed a competitive RFQ and RFP process to provide a state-of-the-art cold storage facility. The RFP called for a proposal from a private entity to design, build, and operate a cold storage facility on the property. The cold storage project:

- » supports the growth of throughput volume of domestic, import and export refrigerated commodities;
- » supports the growth of Maine's food & beverage industry;
- » attracts new refrigerated and frozen cargo to the IMT;
- » maximizes business opportunities from the long-term operation of the cold storage facility; and
- » optimizes the use of available rail, trucking and ocean liner shipping services.

Maine Port Authority selected Americold Realty Trust as the developer with which to negotiate a long-term lease on the state-owned property adjacent to IMT. Americold is the largest developer of cold storage facilities in the world, owning and operating more than 175 temperature-controlled warehouses in six countries. It operates more than 145 of these facilities in the U.S. alone. Construction is planned to begin in the fall of 2016, with the project scheduled to be operational in 2017.

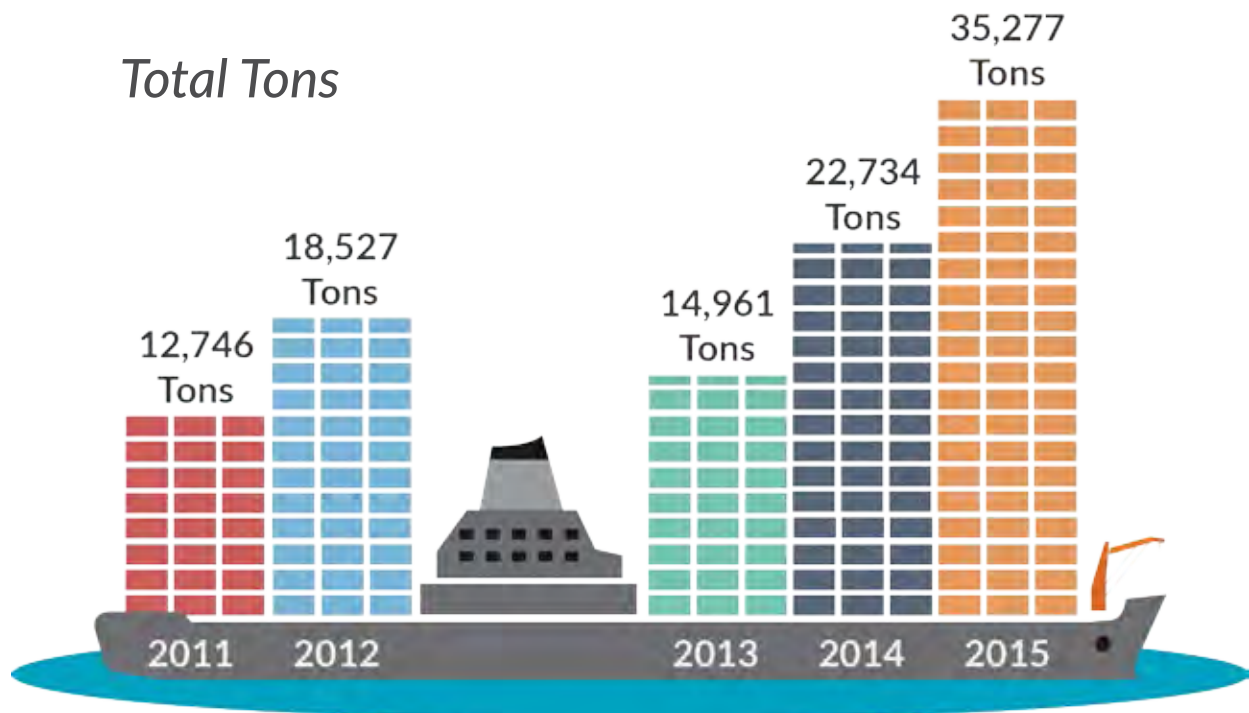
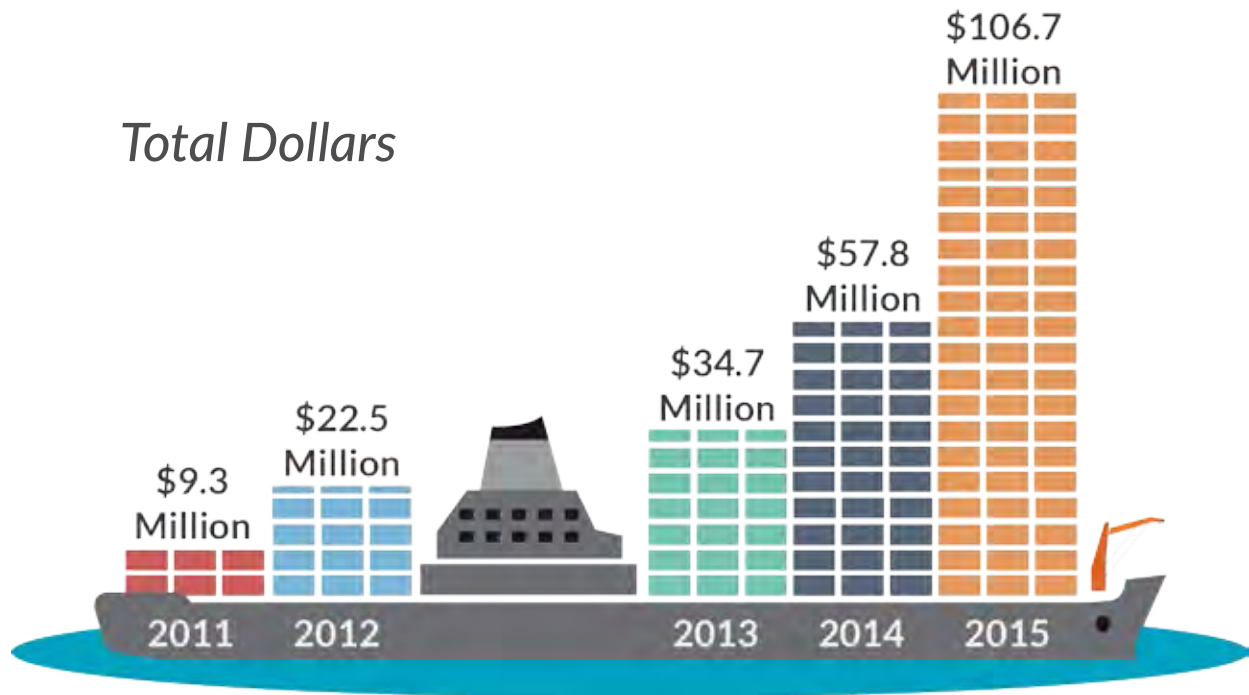


"The facility would be a huge boon to Maine food producers, because it would further cement the state's place in a worldwide distribution system. Farmers and fishermen could deliver their products to the facility and have them sent by ship, rail or truck to almost anywhere, creating new markets for Maine goods."

~ Portland Press Herald Editorial July, 2015

The Maine Port Authority and Americold share the common goal of enabling the fishing, food processing and manufacturing communities to share the freshest seafood and locally-produced food and beverages with consumers throughout the Northeast and around the world.

Exports by Containerized Vessel On the Rise in Portland



An aerial photograph showing the construction site for the Sarah Mildred Long Bridge Replacement Project. The scene is set on the Piscataqua River, with a large barge-mounted construction platform in the center. Several large cranes are visible on the barge, and a temporary bridge structure is extending from the right side of the frame. The river is surrounded by residential areas with houses and trees. A road runs along the top right of the image.

2015 Accomplishments

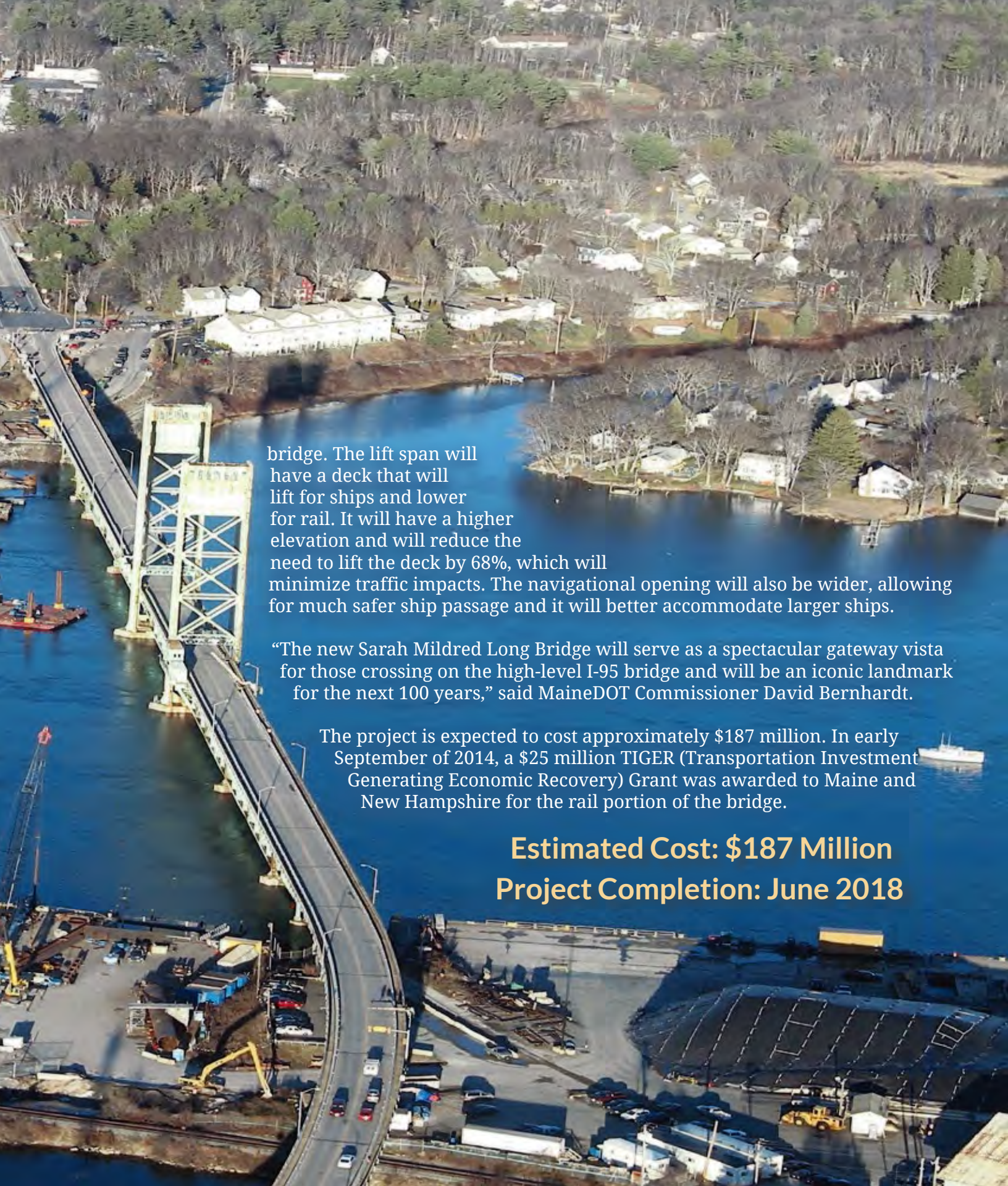
Sarah Mildred Long Bridge Replacement Project

Official Launch of Construction Phase

The Maine Department of Transportation and the New Hampshire Department of Transportation officially launched the construction phase of the Sarah Mildred Long Bridge Replacement Project. The January 5, 2015 event featured dignitaries from Maine, New Hampshire and beyond, including U.S. Senator Susan Collins, U.S. Senator Jeanne Shaheen, Maine Governor Paul R. LePage, New Hampshire Governor Maggie Hassan, Administrator of the Federal Highway Administration Greg Nadeau, MaineDOT Commissioner David Bernhardt and former New Hampshire DOT Commissioner Christopher D. Clement.

The Sarah Mildred Long Bridge spans the Piscataqua River between Kittery, Maine and Portsmouth, New Hampshire. The project began in 2013 with the initial design and has a scheduled completion date of June 2018, with year-round construction.

The new bridge was designed by a joint venture between specialty bridge design firms FIGG and Hardesty & Hanover. Maine-based Cianbro is the construction firm for the project. The bridge will be constructed as a precast segmental concrete



bridge. The lift span will have a deck that will lift for ships and lower for rail. It will have a higher elevation and will reduce the need to lift the deck by 68%, which will minimize traffic impacts. The navigational opening will also be wider, allowing for much safer ship passage and it will better accommodate larger ships.

“The new Sarah Mildred Long Bridge will serve as a spectacular gateway vista for those crossing on the high-level I-95 bridge and will be an iconic landmark for the next 100 years,” said MaineDOT Commissioner David Bernhardt.

The project is expected to cost approximately \$187 million. In early September of 2014, a \$25 million TIGER (Transportation Investment Generating Economic Recovery) Grant was awarded to Maine and New Hampshire for the rail portion of the bridge.

Estimated Cost: \$187 Million
Project Completion: June 2018



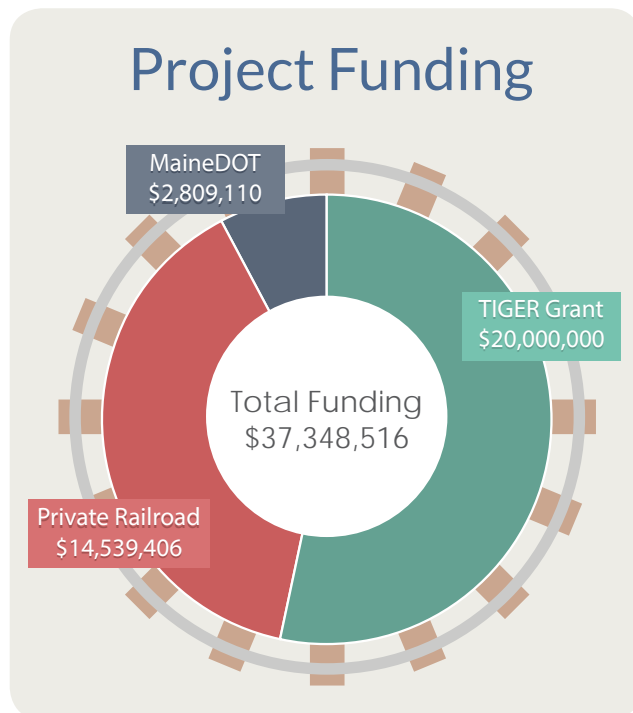
2015 Accomplishments

Rail TIGER Grant Awarded

The 2015 Rail TIGER Grant helps fund real travel-time improvements that will allow Maine's rural industries to better compete, both nationally and internationally.

The Maine Regional Railways project will rehabilitate and improve more than 384 miles of track, resulting in increased speeds of 15 miles per hour and the elimination of long-lived bottlenecks. Real travel-time improvements will increase capacity and enhance competitiveness for Maine's struggling forest products industry. This transformative effort will create a quick, reliable and nimble rail system not seen in this region since decades before the Staggers Act deregulated railroads in 1980. The long-lasting, positive impacts on freight service in the region will ensure the preservation and creation of jobs in Maine's economically challenged rural areas.

The initiative leverages the unique partnership of four railroads (Central Maine & Quebec, Eastern Maine, Maine Northern and PAN AM) uniting to create a better corridor, where each plays a crucial and inseparable role. The project totals \$37,348,516, which includes the \$20,000,000 TIGER Award, a private railroad match of \$14,539,406 and MaineDOT's contribution of \$2,809,110.





2015 Accomplishments

Route 1 Ogunquit Project

MaineDOT is working hard to ensure smooth sailing during Ogunquit's Route 1 Project and a more beautiful village when we're through.

Beginning the week of March 1, the Maine Department of Transportation embarked on a \$13.5 million project to reconstruct Route 1 in Ogunquit and build two new bridges over the Ogunquit and Josias Rivers.

R.J. Grondin & Sons of Gorham was awarded the contract for work that is expected to continue through December 2016. Due to the heavy tourism economy of the area, road construction was suspended from June 18th through Labor Day. However, work on the two new bridges continued since temporary bridges kept traffic moving.

"The town and MaineDOT have achieved a delicate balance between our members' dependence on our tourism-based economy, and the long-term need for high-quality infrastructure that this project will provide."

*~ Karen Marie Arel, President
Ogunquit Chamber of Commerce*

Route 1 is the primary road for Ogunquit, where the population swells from approximately 3,500 to nearly 35,000 each summer. An extensive public involvement initiative began in the planning stages of the project and will continue through project completion. Working with the town, the Chamber of Commerce and local businesses, MaineDOT established a web page, a Facebook page, an email alert system that sends the weekly construction schedule in advance, and videos, as well as posters, print ads and radio spots. It has been a collaborative effort, with the town of Ogunquit contributing \$1.8 million to give the heart of the village a major facelift with new sidewalks and other streetscape enhancements.

Everyone is working long and hard to finish the project by December 30, 2016 - or possibly sooner, thanks to strong incentives for the contractor to finish before the deadline.

2015 Accomplishments

Ready to Rumble?

You Bet We Are!

"The positive impact of rumble strips along U.S. Route 1 in Woolwich? A 100% decrease in fatalities over a five-or six-year period speaks for itself."

~ Sheriff Joel A. Merry
Sagadahoc County Sheriff's Office

When you hear the sound of a rumble strip,
you may be hearing the sound of a life being saved.

With the soaring increase in distracted driving, rumble strips are proving to be a cost-effective and valuable tool for reducing serious lane-departure crashes in Maine and across the country. Rumble strips create noise and vibration when the vehicle drifts off the pavement or across the center line. Often, this alerts distracted or drowsy drivers, who can quickly correct their steering. Rumble strips can also alert drivers when conditions such as rain, fog or snow reduce visibility. Maine's first non-interstate rumble strips were installed in 2006 along portions of five routes with severe crash histories. Between 2006 and 2014, MaineDOT installed 60 miles of centerline rumble strips on strategically selected corridors of concern. The results have been significant. Per 100 miles of highway:

- » head-on crashes down nearly 50%;
- » fatalities down by more than 80%;
- » serious injuries down by 50%; and
- » went-off-road crashes, fatalities and serious injuries are down by 50%.



2015 saw an aggressive schedule of 90 miles of centerline rumble strip installation on strategically selected corridors. This proactive, systematic approach will continue through 2016, 2017 and 2018 along high speed, high volume priority 1 and 2 corridors where nearly half of Maine's head-on-crash fatalities occur.

A close-up photograph of a yellow diamond-shaped warning sign with a black border. The sign is mounted on a metal post and features the words "RUMBLE STRIP AHEAD" in bold, black, sans-serif capital letters. In the background, a road with a yellow centerline and rumble strips is visible.

2015 Accomplishments

Attracting Maine's Best and Brightest

Maine DOT strives to retain its smart, experienced and dedicated workforce while recognizing the need to attract capable new employees to fulfill the department's mission. Our aging workforce, combined with decreasing unemployment numbers in Maine, has sharpened the need for an aggressive and strategic employee recruitment initiative.

MaineDOT has one of the oldest work forces in state government. The average MaineDOT employee is 48 years old and 191 employees reached their normal retirement age in 2015. In a cost-effective effort to streamline work processes, MaineDOT's staffing levels declined from 2,200+ employees a decade ago to approximately 1,800 employees today.

To successfully compete in the world of employee recruitment, MaineDOT designed contemporary outreach materials including job fair booths, brochures, an active social media presence, radio spots and an enhanced website. The department participated in 15 job fairs statewide, while simultaneously strengthening relationships with university and community college systems, as well as vocational programs.

This 2015 initiative will continue in 2016 and beyond, as we invite the strongest candidates to "Join the Team that Keeps Maine Moving."

***"Join the Team that
Keeps Maine Moving."***



Innovative Partnerships Stretch Taxpayers' Dollars

MaineDOT completed its first Planning Partnership Initiative (PPI) in 2015 at the Spring Street intersection in Waterville. The PPI, created in 2014, is an innovative method to study, evaluate, plan and scope transportation projects on, or adjacent to, the state transportation system. With PPIs, MaineDOT is a partner, funding up to 50% of the project costs. Planning Partnership Initiatives serve as a mechanism for state participation in studies that otherwise might not compete favorably for MaineDOT's Work Plan funding because the benefits are primarily local rather than regional.



Waterville requested the Spring Street intersection study in anticipation of a significant development adjacent to the downtown. The city was particularly interested in alternative intersection configurations that could:

- » serve as a distinctive gateway into Waterville;
- » improve bicycle and pedestrian connectivity; and
- » free up additional space for economic development.

In keeping with the foundations of MaineDOT's partnership programs (fast-moving, simple and customer-orientated), MaineDOT quickly entered into an agreement with the city. Waterville was responsible for consultant selection and contract administration while MaineDOT provided information as requested and attended public meetings. This was clearly a city-driven initiative with MaineDOT functioning almost as a consultant to city staff.

The Spring Street Intersection PPI coincided with Colby College's efforts to revitalize downtown Waterville with the potential for tens of millions of dollars in private-sector investment. This PPI project concluded with two viable Spring Street intersection alternatives. However city, Colby College and state officials immediately recognized that a more comprehensive transportation evaluation would be needed to accommodate Waterville's vision and the pending millions of dollars in development. MaineDOT is currently partnering with both Colby College and the city of Waterville in a much larger downtown transportation study to facilitate economic development. The initial PPI, along with prior visioning efforts funded by Colby, has enabled us to get a running start on the comprehensive downtown transportation study which has an aggressive July 1, 2016 deadline.



A Record-Breaking Winter for MaineDOT Snowfighters

The winter of 2014-2015 was one of the harshest winters in decades. It started early in November and wreaked havoc on New England by bringing heavy, wet snow and ice that downed numerous trees and left thousands of Mainers without power. Although December provided a bit of a reprieve with warmer temperatures and very little snowfall, January, February and March more than made up for it! In addition to the number of storms and quantity of snow, last winter was also among the coldest on record. According to data published by the National Oceanic and Atmospheric Administration (NOAA), November, January, February and March were all colder than the 30-year average between 1981 through 2010. February was more than 11 degrees colder in all recorded areas of Maine and went down as the coldest on record in both Bangor and Portland. In fact, Van Buren averaged a chilly -1.8 degrees for the entire month of February. Another unique attribute was that heavier than normal snow accumulations occurred in areas less accustomed to that type of winter, including extreme southern and down-east Maine. As a result, MaineDOT used roughly 28% more salt and logged more than 33% more plow-miles than average. In a typical winter, MaineDOT will experience approximately 32 “treatable” events, use approximately 100,000 tons of salt, and log roughly 1.8 million miles statewide. By the time the winter of 2014-2015 ended, we had experienced an average of 36 events, used more than 131,000 tons of salt and logged nearly 2.4 million miles.

Winter Maintenance Cost 5-Year Comparison					
	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
No. of Events	37	31	32	38	36
Salt Usage (tons)	111,411	95,381	102,011	136,858	131,502
Total Cost	\$29 M	\$25 M	\$28.5 M	\$35.5 M	\$36 M

More 2015 Accomplishments

MaineDOT Launches New Web Site

MaineDOT's website, mainedot.gov, is intended to further MaineDOT's mission through relevant, timely and easily accessible information and resources. To do this effectively, the website needs to be user-focused, easy to navigate and up-to-date. With the explosion of cell phones in recent years, statistics are now showing that "mobile" (cell phone) usage has surpassed desktop usage on the internet. As a result, Google announced that in 2015 it would release a significant new mobile-friendly ranking algorithm that's designed to give a boost to mobile-friendly pages.

Striving to be ahead of the curve, MaineDOT launched an ambitious initiative to conduct a website content audit in 2014 and unveil a new mobile-friendly website in 2015. In an era of transparency, MaineDOT's website had expanded exponentially in recent years. Through the use of analytics, we determined which web pages and documents were "hit" each month throughout the year. Pages and documents that didn't meet minimum thresholds were removed. The content audit resulted in the removal of more than 13,500 documents and nearly 300 webpages from mainedot.gov. The remaining pages were grouped according to target audience (business, government, residents and "explorers") and re-launched as a mobile-friendly website.

Some of the more popular pages were enhanced and expanded with more robust content and photography. For example, the Penobscot Narrows Bridge and Observatory (PNBO) site expanded to include a historic section for the former Waldo Hancock Bridge and a "Building a Landmark" section to outline the innovative engineering and ambitious construction schedule for the new PNBO.

The Maine State Ferry Service site was upgraded with customer-focused information such as current weather, email alerts regarding ferry cancellations and the ability to "click and call" directly from the website.

In keeping with MaineDOT's Vision – to be the most trusted organization in Maine – this initiative has resulted in a website that is not only mobile-ready, but customer-focused, with a modern look and a friendly feel.



I-295 Named for Longtime MaineDOT Employee

On November 13th, the Maine Department of Transportation unveiled highway signs that designate I-295, from the Scarborough toll plaza to the West Gardiner toll plaza, as the Richard A. Coleman Highway.

Richard Coleman has been employed at MaineDOT since 1956 and was Chief Engineer when the nation's interstate system was created. Richard played a key role in its construction here in Maine and continued to contribute greatly on various projects through the years including the Penobscot Narrows Bridge.

In 2015, the Maine House of Representatives approved a bill, sponsored by Senator Roger Katz of Augusta, designating the highway as the Richard A. Coleman Highway.

"Richard Coleman has been an integral part of MaineDOT for decades," said MaineDOT Commissioner David Bernhardt. "Dick hired me in 1984 as an engineer here, and I have been so proud to have watched and learned from a true professional."



Martin Memorial Bridge, a "Vital Economic Link," Opens Ahead of Schedule

The new Martin Memorial Bridge in Rumford opened on June 30, 2015 with a ceremony featuring U.S. Senator Susan Collins, MaineDOT Commissioner David Bernhardt, and Rumford Town Manager John Madigan. In June 2012, Senator Collins announced that the U.S. Department of Transportation had awarded a \$5.2 million TIGER grant to help replace the 57-year-old Martin Memorial Bridge, which had been classified as "structurally deficient" by the Federal Highway Administration. The new bridge is 500 feet long and 32 feet wide. It was completed ahead of schedule by Richmond contractor Wyman & Simpson.



One-third of the pulp wood and chips used at the Catalyst mill in Rumford travel across the bridge. "The loss of this bridge and crossing would have increased travel distances for people and businesses by more than 5.5 million miles a year, and increased travel costs by more than \$4 million," Senator Collins told the gathering. This new, vital economic link is designed to last 100 years.

New MaineDOT Facility Promotes Efficiency & Resource Sharing

On February 18, Governor Paul R. LePage joined Maine Department of Transportation officials at the grand opening of 66 Industrial Drive in Augusta. This new facility consolidates agencies performing similar work, in an effort to promote resource sharing. Cost savings between \$1.2 million and \$1.4 million annually are anticipated.

Efficiencies gained by this consolidation include:

- » elimination of redundant services and resources;
- » increased productivity;
- » reduced equipment moves during setup/decommissioning; and
- » more efficient heating and cooling.

“This consolidation of services serves as an example of how government can operate efficiently.”

~ Governor Paul R. LePage

This new facility replaces the former Fleet Services building on Capitol Street in Augusta built in 1920 by the State Highway Commission. Equipment has changed vastly in the last 95 years and that former facility was ill-equipped to operate in the 21st century. Approximately 150 people work in this new building. The overall cost of the land and new facility was \$14 million.

“Bat Detectors” Help MaineDOT Avoid Impacts to An Endangered Species

MaineDOT works to avoid impacts to endangered species when building transportation projects. The Northern Long-Eared Bat, once common across Maine, was listed as a “threatened species” by the U.S. Fish and Wildlife Service in 2015. The spread of a disease known as White Nose Syndrome has caused the sharp decline of this bat species.

Between May and August of 2015, MaineDOT placed bat detectors across the state as part of a larger acoustic survey to help us determine the locations of the Northern Long-Eared Bat. MaineDOT selected 180 different survey locations to collect information for 87 transportation projects during the 2015 survey period. Knowing the locations of these bats will help us minimize disruption to them during transportation construction activity.

The survey involves placing metal boxes high in the trees to detect the high frequency noise made only by the bats – not the neighbors. Though the metal boxes are there for less than a week, depending on weather and other conditions, MaineDOT places door hangers explaining the project to local residents.





Port of Call: Maine!

Cruise Ships Boost Port Activity and Maine Tourism Economy

2015 marked another successful year of cruise visits to Maine's ten active cruise ship ports, which hosted nearly 288,000 tourists (+10% over 2014) from 26 different cruise ships and 17 different cruise brands. The passengers sailed on both internationally flagged and US flagged ships to:

Bar Harbor:	158,714 passengers
Portland:	103,340 passengers
Rockland:	11,000 passengers
Eastport:	1,200 passengers

American flagged vessels visited smaller cruise ports including Bath, Boothbay Harbor, Camden, Belfast, Bucksport, and Castine.



The 2016 season projections show marginal growth in ship visitation. However, new ships with larger passenger capacity will bring more passengers to Maine's shores including 4,180 passengers from the Anthem of the Seas, which will visit Portland and Bar Harbor in 2016.

The Cruise Lines International Association estimated the 2014 economic benefit of the industry to Maine to be at \$47 million, creating 755 jobs with average annual wages of \$34,100, totaling over \$26 million in total income.

"Bar Harbor and Quebec City are among the highest rated ports of call of 500 world-wide."

*~ Adam Goldstein, President & COO,
Royal Caribbean Cruises LTD.*

Safety

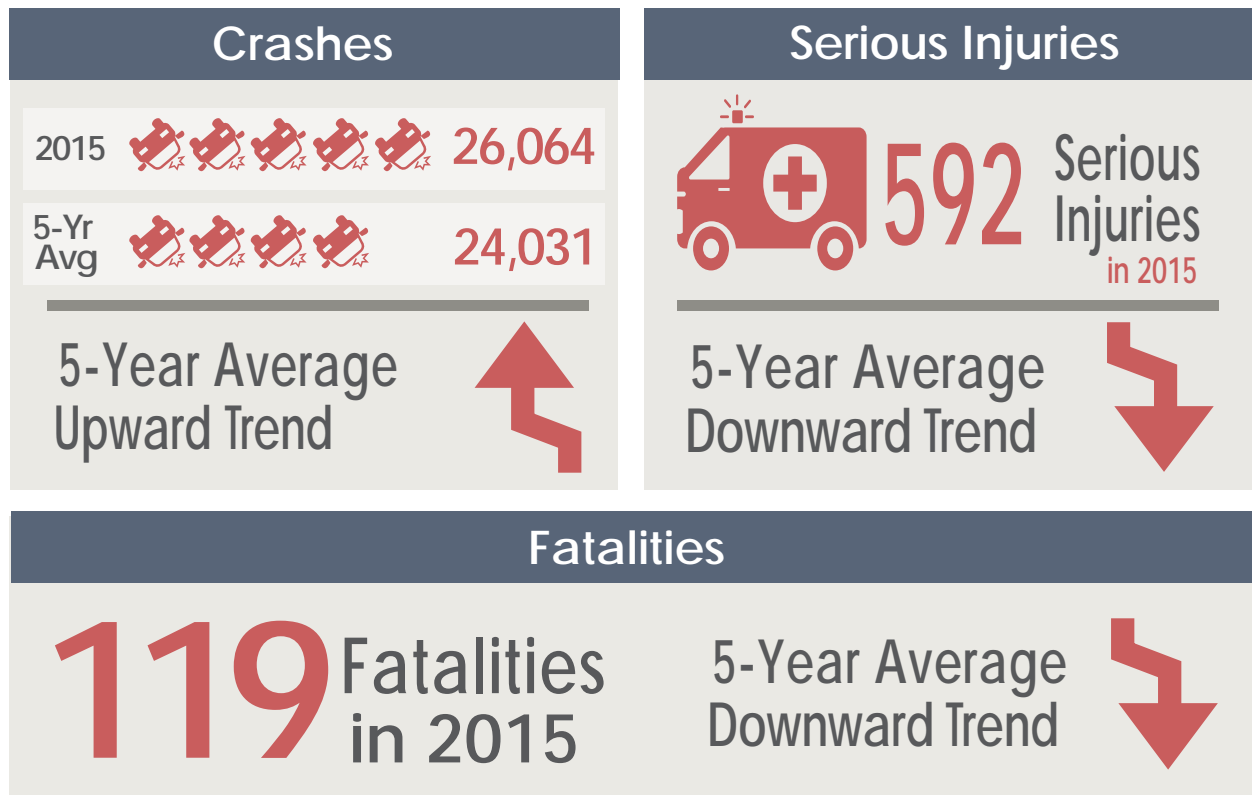
After achieving a 70-year low in highway fatalities in 2014, Maine saw an increase in crash fatalities in 2015. Two crash types contributed significantly to this increase: motorcycle fatalities went from 10 (2014) to 32 (2015); and pedestrian fatalities rose from 9 (2014) to 19 (2015).

MaineDOT is leading a coordinated effort, with a broad group of partners who have a stake in pedestrian safety, to assess how to maximize effective outreach and education in 2016.

In addition, Maine's leading motorcycle riding advocacy group is hiring a Safety and Education Specialist in 2016, and will work with Maine State Police to increase riders' focus on safety.

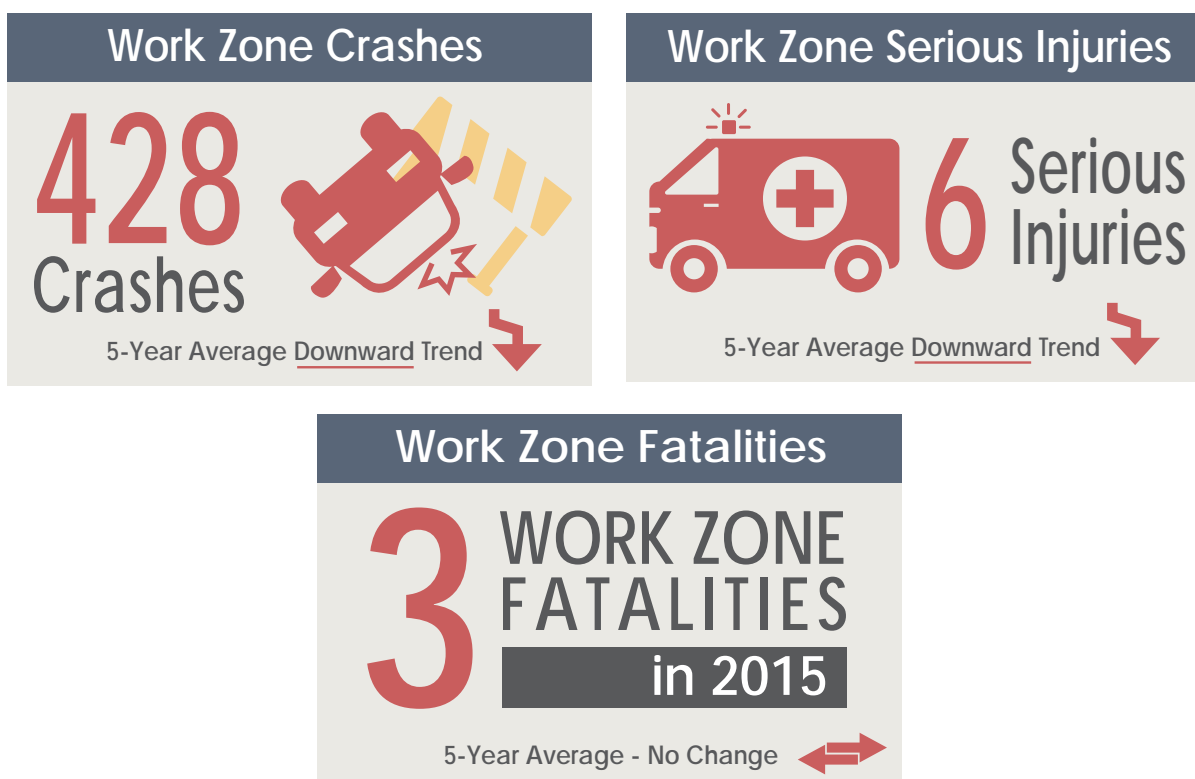
Maine's most serious crash type continues to be lane-departure, when a vehicle leaves its proper lane and is involved in either an off-road or a head-on collision. These crash types result in 70% of the fatalities and 50% of the serious injuries on state roads. MaineDOT is aggressively installing centerline rumble strips on its top priority roads, and the new 2018 Work Plan adds 200 more miles of rumble strip installations. MaineDOT is also evaluating systemic solutions to mitigate went-off-road crashes.

Crashes and Fatalities on the State Highway System



Work Zone Crashes, Serious Injuries and Fatalities

Driver speed and driver inattention are the two leading causes for crashes in work zones. Work zone safety is critical, both for the traveling public and the vulnerable workers positioned where high-speed traffic may be passing. These workers include not only MaineDOT crews, but utility, public works and contractor crews as well. The public may be surprised to learn that motorists suffer the majority of serious injuries and fatalities in work zones– not crew members. However, MaineDOT employees, contractors and utility workers have also lost their lives in work zone crashes.



Note: Work Zone crash data reflects work zone crashes that occurred on State Highway and State Aid roads. They include crews working for MaineDOT, utilities, public works departments and private contractors.

Grading Maine's Highway Assets for Safety, Condition and Service

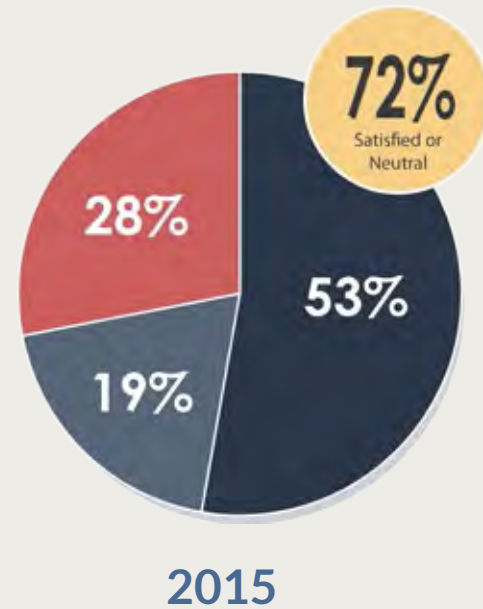
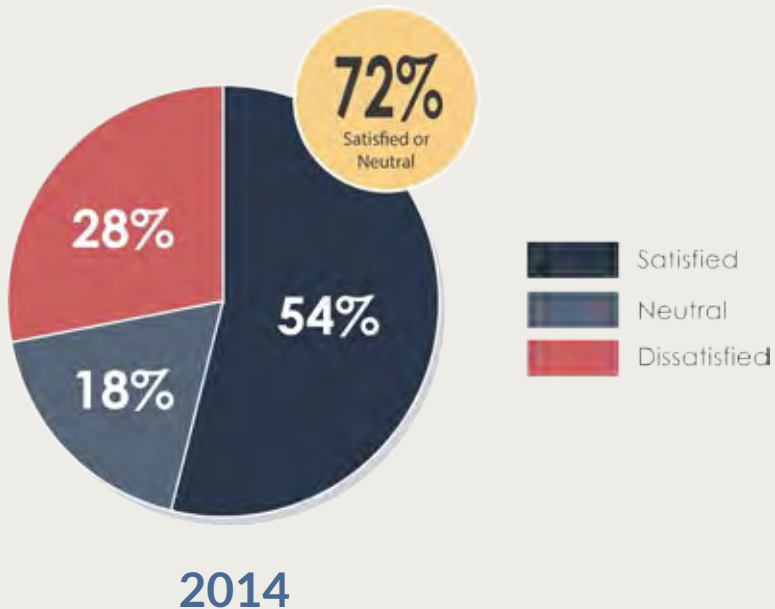
MaineDOT categorizes highways into six levels of priority with Priority 1 being major routes, such as the Interstate, and Priority 6 being local roads and streets. We then assign Customer Service Levels (CSL) of safety, condition and service to each priority. The Maine State Legislature established statutory goals (23 M.R.S. § 73, sub-§7) for Priority Levels 1-4. Ultimately, the goal is to eliminate all inadequate roads by specific target dates. Unfortunately, the gap between these targets and actual road conditions is growing due to fiscal limitations.



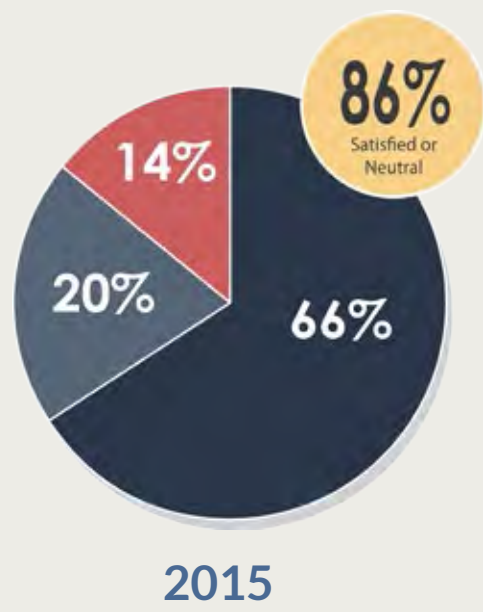
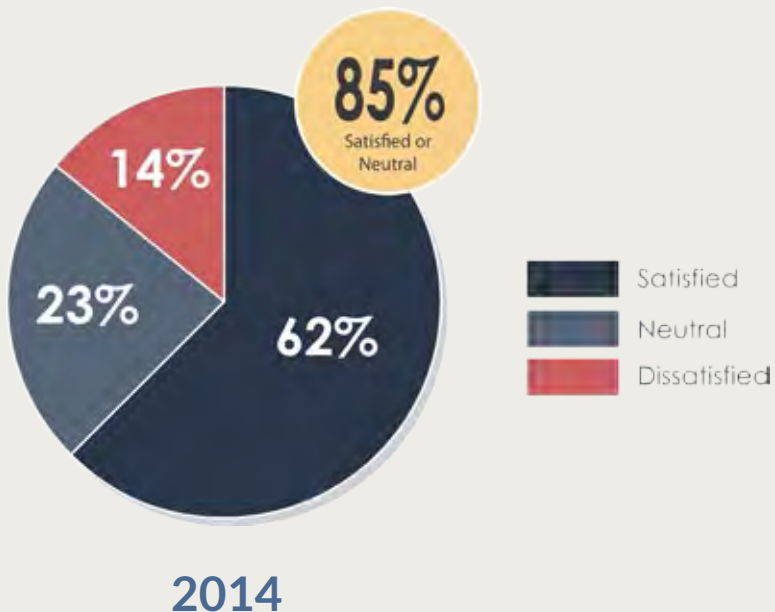
Note: The statutory goal for Priority 4 is based on pavement smoothness only.

Customer Satisfaction

How satisfied are customers with the transportation system?



How satisfied are customers with MaineDOT and the services it provides?



MaineDOT Expenditures

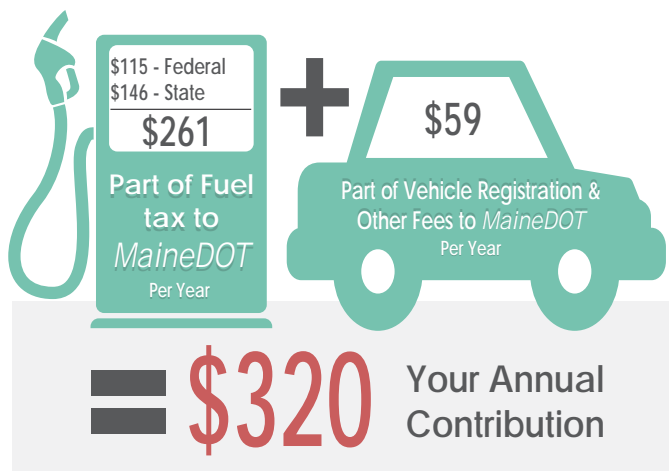
MaineDOT expended over \$660M in calendar year 2015. The focus of expenditures is to maintain and improve the transportation infrastructure. 44% of all expenditures went directly to capital infrastructure improvements while another nearly 20% went to supporting these projects through materials and engineering. Through these expenditures, MaineDOT strives to fulfill our mission of providing the safest and most reliable transportation system possible.

Expenditure Category	\$M Total	%
Benefits	\$51.4	7.8%
Bond Principal & Interest	\$38.5	5.8%
Capital Equipment	\$12.7	1.9%
Capital Infrastructure	\$293.0	44.4%
Commodities, Equipt, & Supplies	\$10.0	1.5%
Contracted Services	\$0.5	0.1%
Engineering Services	\$52.0	7.9%
Ferry System Operations	\$6.5	1.0%
Highway & Bridge Materials	\$26.2	4.0%
Information Technology Expenditures	\$11.1	1.7%
Insurance Related	\$0.7	0.1%
Miscellaneous	\$1.4	0.2%
Operating Grants & Agreements	\$14.3	2.2%
Payments to Municipalities (LRAP)	\$23.6	3.6%
Rentals & Repairs	\$5.6	0.9%
Salaries	\$79.0	12.0%
Services, Professional-By State	\$1.1	0.2%
State Cost Allocation (STA-CAP)	\$2.8	0.4%
Training & Licensing	\$0.4	0.1%
Travel & Expenses - In State	\$5.0	0.8%
Travel & Expenses - Out of State	\$0.2	0.0%
Vehicle & Heavy Equipment Exp.	\$24.6	3.7%
Grand Total	\$660.4	100.0%

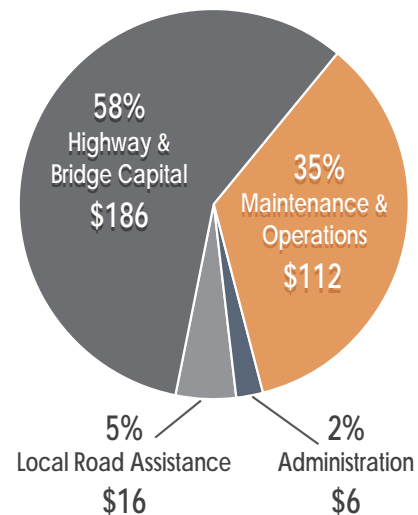
Your Contribution To Transportation Funding

Based on 13,500 annual vehicle miles traveled by the average Maine driver.

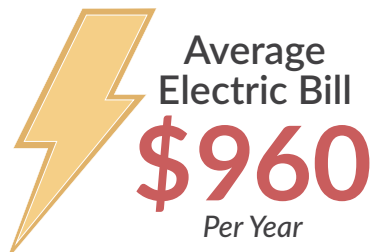
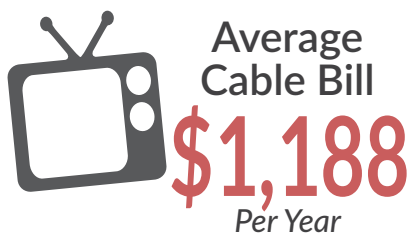
How MaineDOT received funds from you
to pay for the state highway system



How MaineDOT used your dollars
in Fiscal Year 2015



Compare that to...



Highway and Bridge Capital provides for capital improvement of the state highway and bridge network in order to maintain a safe, efficient and effective infrastructure.

Maintenance and Operations includes snow and ice removal on state highways and year-round maintenance of highways and bridges.

Local Road Assistance is a Highway Fund set aside and distributed to municipalities for capital improvements on local roads.

Administration includes financial planning and analysis, human resources, legal, and administrative support services.

2015 MaineDOT Stats

Work Delivered On Time

Capital Work in the Work Plan Delivered On Time

Target: 80% Actual: 87%

Maintenance and Operations Work in the Work Plan Delivered On Time

Target: 80% Actual: 93%



Administrative Costs as a Percent of Production

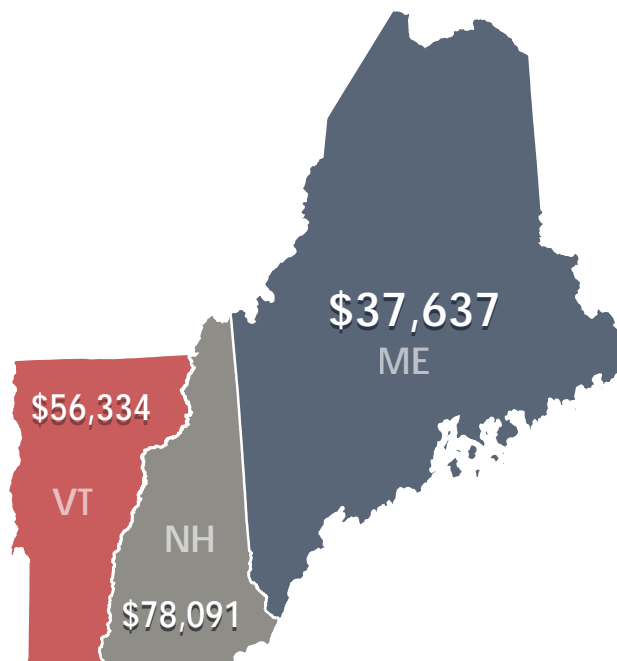
Target: Below 8% Actual: 7.3%

MaineDOT strives to keep administrative costs low so the majority of expenditures go directly toward Maine's transportation assets.

The administrative costs above are calculated as a percentage of capital production costs for the calendar year as opposed to page 21, where it is calculated as a percentage of the overall budget contribution from fuel tax and other fees.

Expenditure Per Lane-Mile Compared to Peer States

Maine	\$37,637 per lane-mile
Vermont	\$56,334 per lane-mile
New Hampshire	\$78,091 per lane-mile





Bridge Stats

Inspections: 2,080

Wearing Surfaces Repaired/Replaced: 29,029 sq ft on 110 bridges

Joints Repaired/Replaced: 94 bridges

Bridges Washed: 1,526

Bridges Posted or Closed: 42 posted, 5 closed



Capital Work Delivered

Bridge Projects: 51, \$92.7M

Bridge Replacements: 9, \$43.9M

Paving Projects: 856 miles, \$115.1M

Highway Reconstruction: 15 miles, \$30.9M

Highway Rehabilitation: 50 miles, \$21.5M

Highway Spot Improvements: 65 projects, \$29.9M



Ridership & Visitor Stats

Maine State Ferry Service:

479,137 Passengers (down 2.2% from 2014)

Penobscot Narrows Bridge & Observatory:

Visitors: 53,740 (up 1.5% from 2014)



Roadside Stats

Roadway Striping: 18,177 miles of paint

Ditched: 817 shoulder miles

Swept: 7,214 shoulder miles

Removed Litter: 3,183 shoulder miles

Mowed: 6,655 shoulder miles

Roads Posted (in spring): 1,559 miles

Guardrail Maintained: 31,485 lf



Transit & Rail Stats

5.4 Million Passengers

22 Regional Transit Providers

(including tribal governments)

420+ Accessible Buses and Vans

47 Communities received transit service
at least 3 days per week

Maintained: 488 miles of state-owned rail

Inspected: 1,503 miles of private lines

Leased: 384 miles of track to private operators

MaineDOT Organization

Meet the MaineDOT Executive Team



*David Bernhardt
Commissioner*



*Jonathan Nass
Deputy Commissioner*



*Joyce Taylor
Chief Engineer*



*Karen Doyle, Director
Finance & Administration*



*Becky Greene, Director
Human Resources*



*Dale Doughty, Director
Maintenance & Operations*



*Herb Thomson, Director
Planning*



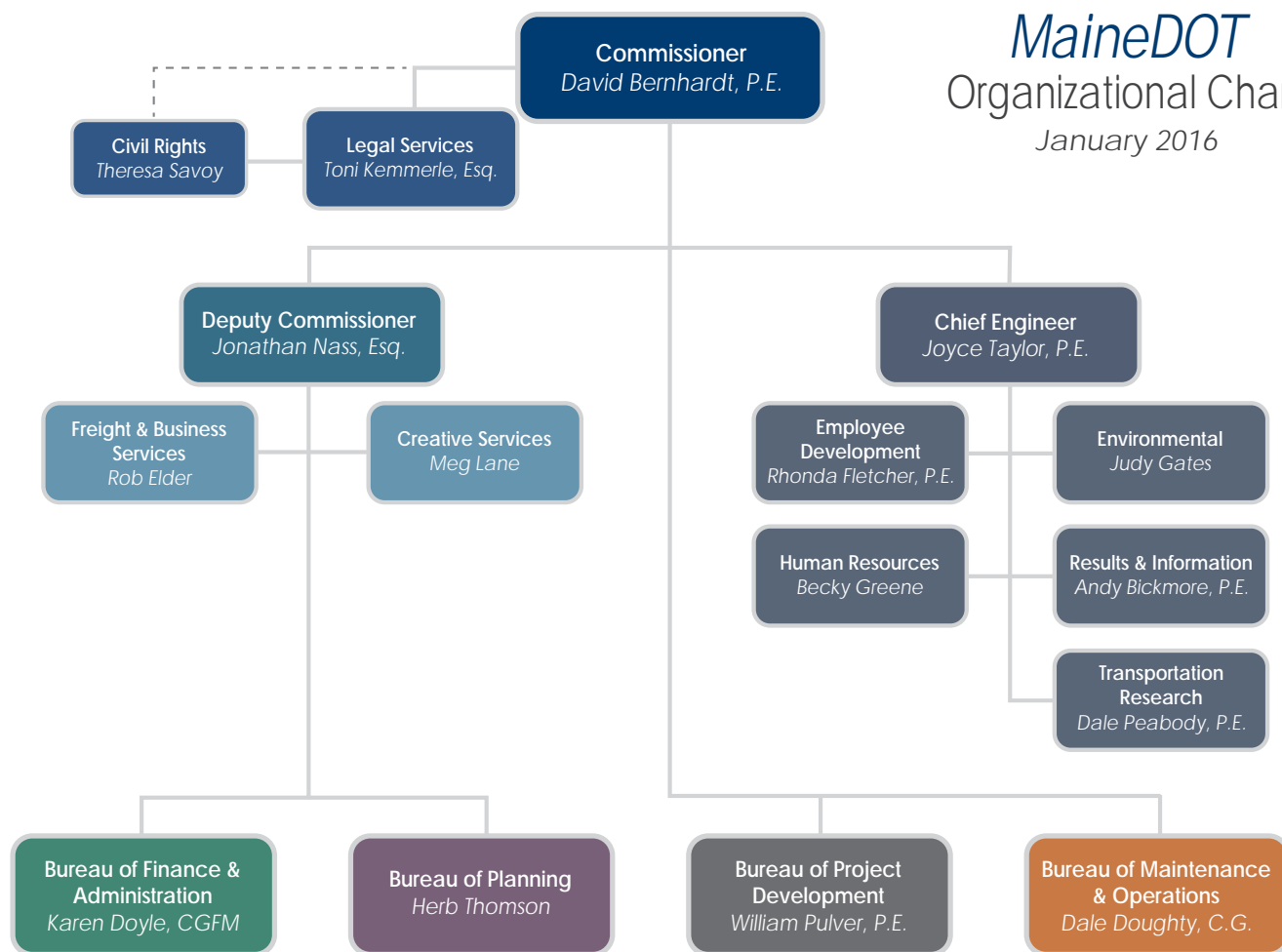
*William Pulver, Director
Project Development*



*Andy Bickmore, Director
Results & Information*

MaineDOT Organization Chart

MaineDOT Organizational Chart January 2016





MaineDOT
mainedot.gov

Cover Photo Credit:

Thanks to Wyman & Simpson, Inc. and Dave Cleaveland of Maine Imaging for this photo of the Martin Memorial Bridge in Rumford.

Inside Cover Photo Credit:

Thanks to Tricia White of Cianbro for this photo of the Sarah Mildred Long Bridge in Kittery.

Thanks to the Maine International Trade Center for providing Portland Export data.