

Where, when and how did the DOT find another \$39,625,000??



As of February 2015, the MaineDOT had spent \$2,205,277 in Federal funds, as disclosed in the fiscal note for LD47. With the standard 20% state funding ratio, the DOT would have also spent \$551,319 of state funds for a total of \$2,756,596 since the study started in 2000 to select a preferred alternative (2B-2) identical to an alternative (2B) removed for serious safety concerns with Route 9 in 2003, that met only 20% of purpose and needs in 2009, and had the “east of Route 46” system linkage need validated, yet deferred 20 years as a long-term need in 2010!!

2B-2 is a near-term project that will cost Mainers \$79,250,000 to construct and tens of millions more 20 years later to meet 2B-2’s long-term needs!! We have not had an accounting of monies spent since February 2015, but here’s what 2B-2 will cost according to what our DOT submitted to the U.S. DOT:

INFRA grant specifics:

Exhibit 4.1 – Total Project Cost

	MaineDOT	Other Federal (STP)	INFRA	Total	Percentage of Total Project Cost
Preliminary Engineering	\$3,900,000	\$1,600,000	\$0	\$5,500,000	7%
Right of Way	\$5,450,000	\$4,200,000	\$0	\$9,650,000	12%
Construction	\$27,175,000	\$0	\$33,825,000	\$61,000,000	77%
Construction Engineering	\$3,100,000	\$0	\$0	\$3,100,000	4%
TOTAL	\$39,625,000	\$5,800,000	\$33,825,000	\$79,250,000	100%
% of TOTAL Project	50%	7%	43%	100%	

This project is currently in the preliminary engineering stage, or at least that’s what we were told the last time the DOT felt it necessary to advise us. They have obviously also been pursuing the Right of Way stage, but again we don’t know to what extent they have succeeded so far—at least 3 homes have been taken and destroyed by eminent domain.

On October 23, 2017, DOT Commissioner Bernhardt committed \$39,625,000 of state matching funds as part of the INFRA grant application. Where did the state of Maine get that kind of money when we cannot afford to even maintain our existing roads and bridges?