



# Work Plan

*Calendar Years 2019-2020-2021*

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## Transportation Needs and Goals

MaineDOT works hard to achieve the best system results it can with the funding provided. Through the use of asset management principles, this Work Plan, like prior recent plans, seeks to maintain the current system of assets first, while acknowledging that **we are losing ground to the capital goals established in 23 MRSA §73(7)**. In the near term, the needs of the transportation system in Maine, as in all other states, continue to outpace available federal and state resources. Maine's large land area, relatively low population and high number of state-jurisdiction highway miles all contribute to the extent of this challenge for Maine. Looking forward, it is time to work with the policy makers, transportation agency partners, and industry to take a fresh look at priorities and service levels and establish updated transportation policy goals. These goals might include raising the bar to improve the system, not just treading water; maintaining Maine's brand of safe and easy travel, which will help recruitment of new workers; minimizing the financial burden on Mainers; reducing transportation's impact on climate; and increasing predictable, sustainable funding sources, which would allow a gradual reduction in the dependence on bonding over time. This goal-setting effort will benefit from MaineDOT's completion of Maine's Long-Range Transportation Plan 2050 (LRTP), which is scheduled for 2019. The LRTP will consider macro level trends that have both short- and long-term implications for transportation including global trade, tourism, population migration, climate change impacts, and Maine's aging population. **In any event, there is clearly a substantial unmet need. Depending upon policy goals to be established, it is anticipated that the amount of this need is in excess of \$125 million per year.**

018915.00		Highway			
	Brewer,	Construction/Rehabilitation	Interstate	Beginning 0.25 of a mile west of Interstate 395 and	
2020/21	Eddington,	Rural Highways	395/Route 9	Route 1A, roughly paralleling the Brewer-Holden	
HCP 1, 2, 6	Holden	New Construction	Connector	town line, extending 6.00 miles to Route 9 west of	\$31,400,000
				Chemo Pond Road (in the vicinity of Lois Lane). This	
				project is only partially funded for construction.	

**State Funding** - State revenue forecasts guide the Work Plan's assumptions about what revenues will be available from the State Highway Fund. Major state resource assumptions in this Work Plan also include both voter-approved bonding and anticipated future state bonding, which continue to be a critical component of state funds. **Maine is currently in the fourth year of a 10- year bonding plan.** In November 2018, Maine voters approved a \$100 million General Obligation (G.O.) bond to fund the state transportation program in 2019; \$80 million of which is dedicated to Highway and Bridge projects, and the other \$20 million is dedicated to Multimodal projects. Based on voter approval of transportation bond referenda in recent years, **this Work Plan also assumes Governor, Legislative and voter approval for \$100 million in G.O. bonding in CY 2020 and \$100 million again in CY 2021.**