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United States Senate

WASHINGTON, DC 20510-1903

April 23, 2010

COMMITTEES:
COMMERCE, SCIENCE, AND TRANSPORTATION
OCEANS, ATMOSPHERE, FISHERIES AND COAST GUARD SUBCOMMITTEE
FINANCE
INTELLIGENCE
RANKING MEMBER, SMALL BUSINESS

The Honorable Daniel K. Inouye
Chairman
Senate Appropriations Committee
S-131 The Capitol

The Honorable Thad Cochran
Ranking Member
Senate Appropriations Committee
S-146 A The Capitol

The Honorable Patty Murray
Chairman
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
142 Dirksen Senate Office Bldg.

The Honorable Christopher Bond
Ranking Member
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
128 Dirksen Senate Office Bldg.

Dear Senators Inouye, Cochran, Murray, and Bond,

I am writing to request your support for funding in the Fiscal Year 2011 (FY2011) Transportation, Housing and Urban Development, and Related Agencies Appropriations bill for programs and projects that are important to Maine. Per your request, I have submitted the projects in the order that the programs appear in the annual THUD Appropriations Act. For multiple projects under a single account, I have listed the projects within the account in alphabetical order.

I certify that neither I nor my immediate family members has a pecuniary interest in the congressionally directed spending items that we have requested, consistent with the requirements of paragraph 9 or Rule XLIV of the Standing Rules of the Senate. I further certify that I have posted a description of the items requested on my official website, along with the accompanying justification.

Federal Aviation Administration: Airport Improvement Program

Maine Department of Transportation, Augusta Airport Runway Reconstruction and Safety Area Improvements, Augusta, Maine – $6,300,000.
Currently, the Runway Safety Areas at the Augusta State Airport do not meet the Federal Aviation Administration (FAA) requirements. The FAA deadline for all Runway Safety Areas at Part 139 Airports to be in compliance is 2012. The airport is located on the edge of a plateau/hill. Runway End 35 drops off 110± feet over a length of 230± feet, while Runway End 17 drops off 20± feet over a length of 30± feet. The Runway Safety Area Improvements at Augusta consist of installing 200 lineal feet of Engineered Material Arresting System (EMAS) at both ends of the runway. This material will provide a measure of safety in the event an aircraft overruns or undershoots the runway by stopping the plane safely. The runway reconstruction will correct the line-of-sight issue due to a 36-foot elevation difference between both runway ends. In addition, the runway will be

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TWO GREAT FALLS PLAZA
SUITE 7B
AUBURN, ME 04210
(207) 786-2451

AUGUSTA
40 WESTERN AVENUE, SUITE 408C
AUGUSTA, ME 04330
(207) 622-8292

BANGOR
ONE CUMBERLAND PLACE, SUITE 306
BANGOR, ME 04401
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BIDDEFORD
227 MAIN STREET
BIDDEFORD, ME 04005
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3 CANAL PLAZA, SUITE 601
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PRESQUE ISLE
169 ACADEMY STREET, SUITE 3
PRESQUE ISLE, ME 04769
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IN MAINE CALL TOLL-FREE 1-800-432-1599

narrowed from 150 feet to 100 feet. The improvements are critical to support increasing aviation activity at this airport. This project will ensure the safety of the traveling public. This Airport is located in the State's Capital and is one of six Commercial Service Airports in the State of Maine that generates approximately 30,000 operations annually and an additional 4,000 scheduled enplanements on U.S. Airways Express. It is a vital link in the State's Aviation System and supports the Military, Civil Air Patrol, and state law enforcement activities. It also provides Central Maine convenient linkage to Boston's Logan International Airport.

The LifeFlight Foundation, Improving Access and Safety to Emergency Medical Services in Rural Maine, Camden, Maine – $624,000.
The project will add 12 automated weather-observing stations and 33 helicopter GPS approaches at designated landing zones that will enable LifeFlight to fly in inclement weather. This will result in 300 more critically ill patients per year being cared for by LifeFlight. It will greatly improve safety and reliability of Maine's emergency medical helicopters which are critically important during natural and man-made disasters. This equipment also benefits all aircraft pilots and weather reporting agencies. The project will also enable helicopters and other aircraft to safely fly during low-visibility weather.

Federal Highway Administration: Ferry Boats and Ferry Terminal Facilities

Maine Department of Transportation, Maine Ferry Service Improvements, Augusta, Maine – $1,640,000.
The project will involve construction and refurbishment of docking facilities on Little Diamond and Great Diamond Islands, and also on North Haven and Vinalhaven. The project will also entail repowering the ferry vessel *Governor Curtis*, and upgrading vessel electronics. Emergency repairs have been necessary in three instances in the last several months to keep the pens operational. The requested funding would correct the deficiencies and last 20 years with high reliability. Over half of the MSFS fleet is more than 20 years old and is still operating with original electronic equipment. This funding would allow them to make high value improvements to electronic systems fleet wide improving safety and efficiency.

Federal Highway Administration: Transportation, Community and System Preservation

Town of Willimantic, Earley Bridge Restoration, Willimantic, Maine – $300,000.
This project, located in rural Willimantic, Maine, consists of the restoration of the town-owned 100-foot long 'Earley Bridge,' which includes the construction of steel decking and new wood timber bridge abutments, which were damaged in the flood of 1987. This bridge, which was constructed in the early 1950s, spans Wilson Stream at the head of Sebec Lake. The restoration will extend the usable life of the bridge for at least another

50 years. The Maine Department of Transportation is contributing 50 percent of the cost of the project.

If the Earley Bridge is not repaired, it will have to be closed. That means that those residents who live on the far side of this bridge will no longer have road access. This will also deny them access to essential basic services such as schools, emergency medical services, and fire and police protection, and force those residents who work to have to relocate or leave their jobs. This project will improve public safety, and will make the town attractive for residential development, business development, and tourism. The town's population (135) and annual budget are far too small to assume the costs of maintaining such a large piece of infrastructure on its own. Like many other towns in Piscataquis County, Willimantic is suffering from an almost non-existent commercial tax base, forcing a small group of older, lower-income taxpayers to shoulder the cost of this project.

Portland Area Comprehensive Transportation System (PACTS), Eastern Trail Bridge and Trail Segment in Scarborough, Portland, Maine – $800,000.
The Eastern Trail is a regional, multi-use trail for pedestrian and bicyclist commuters as well as general recreation. The trail is part of the Maine Department of Transportation's vision for a multi-modal route from Portland to Boston. The trail follows the old Eastern Railroad right-of-way where currently there is no bridge over the Nonesuch River. The construction of the bridge and trail segment north of the bridge provides one of the final direct linkages and direct routes for bicyclist and pedestrian commuters and recreational users to and from Portland and linking as far south as Saco/Biddeford and soon Kennebunk. This project provides a key link along a four-season, non-motorized, multipurpose, transportation and recreation trail. The Eastern Trail provides residents and visitors of the communities it runs through from South Portland to Kittery, ME/Portsmouth, NH with an alternative to automotive commuting as well as healthy recreating and access to the natural environment. The benefits include reduced commuting costs, an active transportation option for improving health, and access to open space for local residents, regional visitors, and even eco-tourism marketing opportunities.

Federal Highway Administration: Interstate Maintenance

City of Augusta, Augusta North Connections - Exit 113, Augusta, Maine – $8,000,000.
The City of Augusta is requesting funds to enhance the existing I-95 Exit 113 interchange by providing full north and southbound exit interchanges with two roundabouts and connector road improvements to Civic Center Drive (Route 27). The City of Augusta is one of the largest service centers in the state. It serves as a crossroads for central Maine and is integral to the regional and state economy. The existing infrastructure is over-capacity and limits future growth in north Augusta. Enhancing Exit 113 will allow for expansion in the area, including health care, employment, higher education, government services, and retail facilities. The project will directly serve all of Central Maine and will

strengthen the statewide transportation network. All Maine residents and businesses will benefit. This project has received strong support from area businesses, the Augusta City Council, the State legislative delegation, and the public.

The City of Augusta has established an Economic Growth Zone in the vicinity of I-95 Exits 112 and 113. The designation is a key step in generating new commercial, industrial, office, and medical facility growth in the Kennebec Valley. However, the existing exit is overburdened and the growing traffic congestion constrains economic growth. Further, a recent study indicates the enhancement of Exit 113 is the best solution to congestion at Exit 112. FHWA has issued a draft Access Justification Report favoring an Exit 113 upgrade subject to final NEPA reviews. This upgrade will improve regional mobility, enhance public safety and emergency response times, and maximize the effectiveness of the recent investment in the Route 3/I-95 corridor, including the Cushnoc Crossing Bridge across the Kennebec River.

The area around Exits 112 and 113 is a hub for economic activity serving the Kennebec Valley. Existing institutions include the Augusta Civic Center and the many nearby offices, the University of Maine at Augusta, the Marketplace at Augusta, state offices, and the Alfond Cancer Center. MaineGeneral, the third-largest medical center in the state, proposes to construct its new consolidated Medical Center adjacent to the Cancer Center. The new Center will operate more efficiently, save millions in maintenance each year, provide state-of-the-art facilities, and attract top young physicians to central Maine. The interchange upgrade will provide the required access to the new MaineGeneral Medical Center, which is expected to open in 2014.

Maine Department of Transportation, I-295 Portland Area (PACTS) and I-95 Bangor Area (BACTS) Interstate Maintenance, Augusta, Maine – $1,800,000.
This project involves mobility, preservation, and safety improvements along I-295 in the greater urbanized Portland area and I-95 in the greater urbanized Bangor area. These are among Maine's busiest highways carrying over 85,000 and 49,000 vehicles per day respectively. Highway needs along I-295 in the greater Portland urbanized area, and I-95 in the greater Bangor urbanized area, will be considered for MDOT's discretionary capital federal-aid funding along with other statewide needs. This project has not received Interstate Maintenance Discretionary program funding, which provides funding for resurfacing, restoration, rehabilitation, and reconstruction on most existing Interstate System routes, in prior years.

Federal Highway Administration: Surface Transportation Program

City of Portland, Bayside Trail Pedestrian Bridge, Portland, Maine – $5,000,000.
This funding is for design, engineering, and construction of a pedestrian/bicycle bridge that is a critical element in linking the city's greenway trail system through the northern edge of Bayside and Portland's downtown area. The proposed bridge is intended to provide safe and convenient pedestrian passage over the busy Franklin Street Arterial, a

high volume roadway that funnels vehicle traffic between I-295 and the downtown but is hazardous for pedestrians and bicycles to cross. Without the bridge overpass, trail users need to interrupt their trip, dismount from bicycles, and wait for safe crossing at a very busy intersection with highway traffic. Further, the time for safe crossing will cause congestion and delay at the I-295 ramp, and could further restrict vehicle movements and access to this important redevelopment area. Bayside has been designated as a transit-oriented district. The bridge supports this strategy by facilitating pedestrian and bicycle circulation movement to public transportation routes, residential neighborhoods, shopping, businesses, and open spaces, which is good for the environment and exemplifies the best of Smart Growth policies.

Somerset County, Maine/Somerset Economic Development Corporation, Designated Left-Turn Lane into Old Canada Road Interpretive Center, Skowhegan, Maine – $365,000.

There is a safety need for a designated left-hand turn lane to enable travelers going north on Route 201 to move to the left and turn into the Old Canada Road Interpretive Center. The turn lane would start about 200 yards north of the Solon-Madison town line, about 1/4 mile north of the intersection of Route 43 with Route 201. This would ease movement in and out of the Interpretive Center and preserve safety at the same time. This is a transportation project that is crucial to vehicular safety and would increase the number of people who can travel easily and with care along Route 201, yet be able to turn into the Old Canada Interpretive Center site. This turn would provide a safe entrance to 130 acres of publically owned recreational and educational property. Route 201 is the main connector between Quebec City and Maine, and is also a well-recognized commercial conduit for business and economic development throughout Somerset County.

Town of Bar Harbor, Eden Street, Bar Harbor, Maine – $3,647,000.

The Town of Bar Harbor is seeking funds for the Maine Department of Transportation to develop a context sensitive solution to reconstructing a 4.65-mile portion of Maine State Route 3 (Eden Street) from Ireson Hill to West Street in Bar Harbor. The project would include provisions for shoulders suitable for bicycling along this stretch of road. Sidewalk reconstruction for the .85-mile portion from the ferry terminal to West Street would also be part of this project. This stretch of Route 3 is the primary access route to Acadia National Park and has been designated as an All American Road under the National Scenic Byway Program. It is also designated a Blue Star Memorial Highway as a tribute to the Armed Forces of America. This stretch of Route 3 is the primary vehicular route and most direct bicycle access to the waterfront and the Bar Harbor business district. It serves 2,408 rooms of lodging and provides access to the College of the Atlantic for its 400 students and employees. It further serves as the primary route to the Jackson Laboratory, which is Hancock County's largest employer, providing nearly 1,400 jobs.

Maine Department of Transportation, Gateway 1 Corridor Action Plan Project Implementation, Augusta, Maine – $3,000,000.
To implement recommended projects identified in the Transportation Action Package of the Gateway 1 Corridor Action Plan. Examples of such projects include a new interchange and modal center options in Brunswick, intersection and safety improvements in Camden, and Main Street improvements in Searsport. Gateway 1 is a landmark land use/transportation planning project spanning more than 100 miles of Route 1 through 20 towns in Midcoast Maine. Phase 1 of the study produced a Corridor Action Plan and a Transportation Action Package (TAP). In phase 2, the corridor coalition is developing an inter-local agreement. Funding will be used for implementation of the TAP, which identifies transportation and land use actions municipalities can take to meet the forecasted (year 2030) transportation needs in the Gateway 1 Corridor. Benefits include improvements of both quality of life and land use, preservation of existing infrastructure, and improved safety.

Route 1 functions in the Midcoast region vary from a Main Street, to a heavy-truck haul route, to a nationally known visitor attraction. It serves popular coastal destinations and a number of major workplaces. The highway is a critical link in Maine's multimodal network, connecting in the Midcoast with Brunswick Naval Air Station, Mack Point in Searsport, the Rockland Branch rail line, the Maine State Ferry Service, the East Coast Greenway trail, and several small airports.

University of Maine, Hybrid Composite-Concrete Bridges, Orono, Maine – $2,000,000.
Hybrid composite-concrete bridge technology has been demonstrated to be cheaper on up front bid cost than conventional construction for a demonstration bridge in Pittsfield, ME. The hybrid composite-concrete bridge beat conventional construction in an open bid process, and the installation went so well that the Maine DoT is moving to compile a set of bridges for wider demonstration. Maine DoT has also offered to help promote the technology to neighbor states as a cost effective new bridge technology. This project will ease the adoption of the technology by other states and develop specifications to expand the types of bridges that can be built with hybrid composite-concrete materials.

The objective of the Composite Bridge Initiative is to create Maine jobs and reduce bridge costs while maximizing public safety. UMaine has developed advanced composite bridge technologies, including inflatable composite bridges and the HC Beam bridge that can that can be used across the U.S. and be manufactured here in Maine, creating hundreds of jobs. Additional funding is needed to develop standard optimized designs that apply to a wide range of different spans; test these designs in a laboratory environment for both strength and durability; and obtain national recognition through the AASHTO bridge specifications so they can be specified anywhere in the US.

Town of Hermon, Route 2 Highway Construction, Hermon, Maine – $6,000,000.
Route 2 in Hermon is heavily traveled and much of the road is in poor condition. A segment near the Bangor city line includes a high-crash location. Most of the road is dangerous to pedestrians. Route 2 is a major arterial connecting Bangor with Newport and is critical to the efficiency and success of businesses in this region. This project has been identified as a community priority since 2004. Hermon's entire business community relies heavily on this route to distribute products. Businesses, residents, Town officials, and MDOT officials are all in agreement as to the deplorable condition and need for reconstruction. This past year sections of the highway became impassable and the MDOT applied a temporary repair to the section from the Bangor line to the Coldbrook Road. Job creation and business attraction have been more difficult because of the poor road condition. Most of Hermon's commercial tax base and business parks are located on this busy road. Prospective businesses are reluctant to invest and site a new business in an area with poor infrastructure. It is not an overstatement that this deteriorated highway is adversely affecting job creation for the communities along this route.

Town of Milo, Traffic Infrastructure and Safety Improvements for Downtown Milo, Milo, Maine – $500,000.
This project encompasses a number of infrastructure and safety improvements to Milo's downtown district. These include the realignment of the intersections of Park Street with Main and Pleasant Streets in front of the Milo Library; curbing and sidewalks; street and sidewalk lighting; crosswalk signage and painting; landscaping of the front of the Milo Library and the intersection and traffic islands; signage and landscape enhancements to slow traffic entering the Main Street downtown area from Routes 6, 11, and 16; and radius improvements at intersection of Elm and Main Streets. By improving and slowing the traffic flow, this project will revitalize Milo's downtown district, fostering retail and other types of economic development, with associated job creation. A calmed flow of traffic will also dramatically improve public safety.

Federal Railroad Administration: Rail Line Relocation and Improvement Program

Downeast Rail Heritage Preservation Trust, Downeast Rail Rehabilitation, Ellsworth, Maine – $1,400,000.
These funds are requested for the rehabilitation of 11 miles of rail line in the rural area between Ellsworth and Dedham, Maine, as Phase II of a project to restore passenger and freight service to the Ellsworth-Acadia National Park region of eastern Maine. Phase II continues and extends work already performed by this organization, the recently completing restoration and initiation of service with Phase I, comprising of 4.5 miles of rail line as well as yard trackage at Washington Junction in Hancock, Maine. Phase II (11 miles) work will consist of tie replacement, line resurfacing, and the rebuilding of two grade crossings and two sidings.

This self-sustaining operation will create 200 full time jobs and add over $5,000,000 annually to the Ellsworth/MDI/Acadia region's economy. This rail line was acquired by the State of Maine after its abandonment in 1985 and is now leased for 25 years to the Downeast Rail Heritage Preservation Trust, Inc., a 501 (c) 3, not-for-profit corporation. The passenger rail operation will operate from a planned multi-modal facility and visitor center to be developed by the Trust, the City of Ellsworth, the Ellsworth Area Chamber of Commerce, The Sunrise Trail Coalition, and Friends of Acadia, connecting partners include the Downeast Sunrise Trail and Downeast Transportation/Island Explorer bus service, as well as private bus line operators. This phase of work will allow continued rehabilitation of the rail line and expansion of the link toward the Bangor/Brewer area, allowing direct public transportation between Bangor International Airport and I-95 to the Ellsworth/MDI/Acadia region, and allowing future access to the region by Amtrak and charter "cruise" trains, as well as local resident use.

Federal Transit Administration: Bus and Bus Facilities

City of Bangor, BAT Community Connector - Bus Replacement, Bangor, Maine – $2,520,000.
This request would fund the replacement of seven 2002 Thomas SLF buses that have become unserviceable due to major structural deterioration. If the buses are not replaced, service reductions are likely to occur due to lack of sufficient vehicles. Many of the customers are transit-dependent and they have no alternative transportation options. The capital needs of transit systems need to be supported in order to reduce reliance on foreign oil and provide cost effective service. The current fleet is approaching a crisis situation relative to reliability and maintenance cost.

Portland Area Comprehensive Transportation System (PACTS), GO MAINE Commuter Vanpool Vehicles for Working Commuters, Portland, Maine – $680,000.
GO MAINE commuter vanpools are driven by volunteer commuter drivers providing benefits that include reducing traffic congestion, improving air quality, conserving energy, recruiting and retaining employees, and saving commuters money on their commute. GO MAINE, the statewide commuter program, currently administers a fleet of 30 commuter vanpools. Of these, only 11 currently operate into or out of the PACTS region. Without a programmatic source of funding, the increasing demand for new vehicles and routes is currently unable to be met. Putting twenty 13-passenger commuter vans into service within the Greater Portland region has significant benefits to residents as all of the commuter cost-savings will be realized locally, as will the reductions in congestion on communities' streets, and reductions in air pollutants associated with automotive emissions. This program would remove 247 single occupancy vehicles during peak commuter travel times.

Maine Department of Transportation, Maine Statewide Bus Replacement, Augusta, Maine – $6,400,000.
This project will involve the acquisition of replacement buses for public transit fleets across the State of Maine. Maine's transit fleet provides a safe, efficient, and reliable transportation system that supports economic opportunity and quality of life. Due to lack of replacement vehicles, Maine's transit fleet is experiencing an extraordinary breakdown rate along with high maintenance costs, which threatens the ability to meet their customer service requirements. Additionally, the local commitment to transit, which is an important part of the funding equation, is experiencing serious budget constraints. The Bus Replacement program is vital to Maine, as state highway fund revenues cannot be used for transit capital because of constitutional constraints, and funding options are thus severely limited. Maine's public transit providers can give economic relief from the high cost of travel for work, home, and recreation. Finally, Maine's transit operators and MDOT are engaged in processes that will exhaust every reasonable opportunity to find ways that will be responsive to local transit needs including rehabilitating buses to provide longer life expectancies, reviewing vehicle procurement policies, standardizing vehicle specifications, streamlining regulations, reducing costs at the factory, and delivering buses to the public more quickly.

Department of Housing and Urban Development: Economic Development Initiatives

City of Bangor, Bangor Regional Arena and Meeting Complex, Bangor, Maine – $10,000,000.
The aging Bangor Auditorium/Civic Center complex has more than a half-century of market and utilization information substantiating the market demand for this type of facility in Bangor. The proposed public investments will replace a fifty-year-old, energy inefficient, poorly accessible, poorly laid-out facility that is expensive to operate and maintain. A marketing and facility sizing study was completed by ERA/AECOM in association with Sink Combs Dethlefs in December 2009. The study recommends construction of a new arena adjacent to the current Auditorium, as well as renovation of the Civic Center and reorientation of the Auditorium into additional ballroom/meeting space. The project as proposed includes a 168,000 square foot arena, the addition of 41,000 square feet of new ballroom/meeting space to enhance to current standards the 28,000 square feet of current meeting space. This project is in line with the recommendations from the March 2001, Feasibility and Siting Study of Statewide Meeting and Convention Facilities prepared by Conventions, Sports & Leisure for the State of Maine, which also cited that there was an indication that a lack of adequate meeting and convention facilities has weakened the State's competitive position.

The proposed development will provide the show, event, and meeting space infrastructure needed for new private investment through the development of additional hotel rooms and hospitality service businesses and facilities. The increased level of activity associated with the new facility will create new hospitality industry jobs both directly at the facility and indirectly throughout the hospitality industry. The proposed investment maximizes taxpayer return by providing multiple benefits to the community,

its service area, and to the regional economy. This would further provide the City with the opportunity to enhance its current Emergency Operations Plan. While Bangor's population base is approximately 32,000, due to its role as a service center community, the daytime population approaches 100,000. Since Bangor is the central hub of Penobscot County it is anticipated that in the event of a widespread emergency, evacuees from neighboring communities or counties may seek shelter within Bangor.

City of Bangor, Bangor Waterfront Development Project, Bangor, Maine – $3,795,000.

The City of Bangor is poised for the final phase of its redevelopment of 36 acres of abandoned, former industrial property in its Downtown Waterfront Development Project along a mile of Penobscot River. The City has acquired, assembled, and remediated abandoned industrial property including rail yards, a coal storage facility, a tank farm, a warehouse, a meat packing facility, and shoe factory to prepare 14 acres of sites for private development and 18 acres along the River's edge for outdoor recreation use to support the private development. This request is for funds needed to complete development of a nine acre open space recreation area in accordance with the City's adopted Bangor Waterfront Master Plan. It will support downtown revitalization and new private investment and job creation on adjacent development sites.

This project will complete shoreline restoration, multiuse trails, bicycle paths, playground, public restrooms, recreational areas, lighting, amphitheater, arboretum, landscaping, rain gardens, and other storm water treatment facilities, in a former railroad-switching yard. Under the guidance of the Maine Department of Environmental Protection, the site environmental remediation has been completed and the area is now ready for development. The City's $10.5 million investment in the reclamation of this mile of Penobscot River frontage has thus far resulted in over $15 million in private investment in the rehabilitation and reuse of formerly vacant industrial buildings for residential, restaurant, and professional office use, as well as development of a $131 million, 110,000 square foot gaming facility, 150 room hotel, restaurants, retail space, and a 1,500-space, four story parking structure. The City has made a public investment in the construction of a new 42,000 square foot police station in the Project area, and has installed a heavy vessel dock to accommodate smaller cruise ships visits that have begun using Bangor as a port of call. While much has been achieved, completion of the remaining public infrastructure improvements is needed to ensure the full success of this major effort to transform a former industrial area into an economic opportunity.

City of Brewer, Brewer Riverfront Trail, Brewer, Maine – $1,300,000.

In pursuing the City of Brewer's waterfront redevelopment initiative for "Penobscot Landing," the development and inclusion of a riverfront trail system has proven critical to the success of the effort. Most developers who have contacted the City about the waterfront area have indicated that their decision to pursue their projects, make their investments, and create jobs along the waterfront is contingent upon the City developing such a trail system to attract people and customers to the area. The trail will act as a

destination, getting people out of their vehicles and onto the waterfront in a new way for Brewer. As such, the development of a riverfront trail system is pivotal to the creation of jobs and economic revitalization of this area. Brewer requests funding assistance to construct the riverfront trail system, which has already been designed and the preliminary engineering completed. The City utilized a USDA Rural Development grant to develop a concept plan for an open-air museum that will be incorporated into the trail. Under that grant, research has already been done to identify historic, cultural, geographic, and marine events and features that the trail will highlight. This would allow the City to move forward with constructing this much-anticipated piece of Brewer's future.

Town of Fort Fairfield, Fort Fairfield Senior Housing and Health Clinic Project, Fort Fairfield, Maine – $1,000,000.
This request is for the construction of twenty-two green elderly units that are 100% ADA compliant, which will allow tenants to age in place. This project will utilize green technology, such as geothermal heating and solar domestic hot water heating and solar passive heating, in many of the units and common areas. The project will also offer contracted supportive living services to tenants that require these services. Completing the development includes abatement of environmental hazards that currently exist in the old buildings. Further, this project will maintain local medical services upon which many in the community have come to rely.

City of Bangor, Hammond Street Business Park, Bangor, Maine – $1,250,000.
Funding for this project will develop infrastructure for a business park in the last large industrial zoned parcel remaining in the city. The 80-acre park location provides unparalleled transportation access. The parcel is adjacent to Bangor International Airport and has immediate connections to Interstate 95 and Route 2, the major north-south and east-west highways in eastern Maine. This unique combination of transportation proximity and land code zone provides an unparalleled opportunity for the region to develop a business industrial park in a location that allows us access to a niche market.

In 2004, the City of Bangor and the Bangor Airport Civic Development Corporation purchased roughly 80 acres of land at 1381 Hammond Street for $225,000. The first steps in developing the park, environmental analysis and preliminary engineering, are completed. Specifically the parcel has been surveyed, mapped for contours, mapped for wetlands, surveyed for vernal pools, and the lots and roadways have been laid out. The remaining tasks involve the design and construction of public infrastructure needed to support private development, including water mains, sanitary sewers, storm water drainage systems, street lighting, fiber optic access, and pedestrian circulation needed to build-out the 80 acre, 16-lot park. This site is suitable for both single and multi-story buildings and can accommodate 544,000 square-feet of building development. The park's 16 lots, ranging in size from two to four acres, will be available to businesses interested in professional offices, research and development, warehousing, and light manufacturing.

This project involves the design and construction of additional public infrastructure needed to support private development and will provide the Bangor Service Center area with needed business park space and enable the region to attract business activity needing a location capable of connecting to regional and world markets. Without available industrial land with immediate access to vital transportation networks, businesses with transportation needs will not be able to locate in the Bangor region.

Town of Dover-Foxcroft, Infrastructure Improvements for the Former Moosehead Manufacturing Facility, Dover-Foxcroft, Maine – $750,000.
This project consists of making infrastructure improvements at the former Moosehead Manufacturing site, located in downtown Dover-Foxcroft, to prime it for a suitable redevelopment project. Specifically, this project consists of the partial demolition of the site (interiors, connector, and selected outbuildings), sand blasting, insulating the building and making energy efficiency improvements, making improvements to the roof and joints to protect it from moisture damage, and the repairing of exterior wooden elements. These activities will protect the facility and prepare it for a proposed $9.25 million LEED redevelopment project consisting of 32 residences, a 10,000 square foot, green technology showroom, a cafe, and 10,000 square feet of office space, powered entirely by renewable energy sources (hydro, solar, geothermal, waste heat). The redevelopment project will provide subsidized office and showroom space for green technology companies, which will train hundreds of installers of geothermal heating systems, solar panels, home efficiency products, and other green technology solutions. The Arnold Development group, a firm specializing in sustainable urban redevelopment projects is hoping to break ground in the third quarter of 2010, with a completion date in the third quarter of 2011.

Town of Dover-Foxcroft, Infrastructure Improvements to the Dover-Foxcroft Water System, Dover-Foxcroft, Maine – $750,000.
This project consists of relocating the water transmission main for the town from its current location underneath the town cemetery, to a site adjacent to Maine State Routes 6/15/16, and the replacement of one mile of a 10" cast iron main with a new 12" plastic composite one. The current cast iron pipeline, installed in 1887, is the main transmission line between the water district's treatment facilities and the main water storage standpipe. The current pipe can no longer be repaired, due to its age and lack of access.

Over the years, the Town of Dover-Foxcroft had inadvertently extended its cemetery over the water main, restricting access to it. This request would make it possible to carry out future repairs at dramatically less cost. The relocation of the water main will also allow additional households to connect, thereby eliminating reliance on substandard wells that suffer from inadequate pressure and supply, as well as possess arsenic contamination that is common to Maine soils.

Androscoggin Valley Council of Governments, Lewiston River Front Livable Community Project, Auburn, Maine – $475,000.
Camden Yarns Mill, a targeted Brownfield site, is a blighted mill that sits on a strategic downtown riverfront parcel in Lewiston, Maine. Once a former cotton mill and in ruined condition, the building and site is in the process of remediation through the EPA, Maine DEP, and the assistance of Summit Environmental funded by a Brownfield grant from the EPA. The former mill building sits squarely at the top of the Simard-Payne Park adjacent to the pedestrian bridge and central to the riverwalk that links the Twin Cities of Auburn and Lewiston, Maine. This building is scheduled for adaptive reuse and is in the heart of the twin cities' festival and celebration area. The project is a critical component to the targeted strategy of the city-cited community Live-able Communities Study in this Preserve America City. The project site links to the L-A trail system, the pedestrian bridges, the cross canals and is in keeping with city-planned riverfront economic development. The project includes site improvements to the currently blighted area; green spaces, external building face, internal slum, and utilities upgrades. Demolition and on-going site utility work to remove slum in and around the project site will continue on-going efforts to create a more livable community in L-A through walkable and bikeable spaces. The project sits in a formerly designated enterprise community zone and will actively contribute to downtown revitalization.

Town of Madawaska, Northern Aroostook Wells and Septics Program, Madawaska, Maine – $790,000.
The Northern Aroostook Wells and Septic Program is comprised of 35 towns and 54 unorganized territory townships, which is two thirds of Aroostook County, the largest county east of the Mississippi. The need for more rehabilitation to both drinking water and septic systems exists throughout the region. There are a significant number of substandard homes that fall far beyond the state of rehabilitation, leaving options other than replacement very unlikely. The existing septic/water and home replacement projects pose a health and safety issue to many of our families across the Northern Aroostook County. This program serves very low- to moderate-income and handicapped individuals, providing them with safe water and working systems. NAWSP has been successful with rehabilitating 158 system replacements and four replacement homes in the past six years. They have collaborated with DEP and USDA Rural Development to combine monetary efforts to focus on the health and safety issues of the neediest families within the Northern Aroostook County. The projects selected in the various communities help with determining the monetary amount needed by our partnering agencies. Without this program, many individuals would be in unsafe and health hazardous homes. This funding opportunity is crucial for the people of Aroostook County; in essence, they are making lives better for approximately of 500 individuals.

Town of Brownville, Penquis Regional Collaborative Solid Waste Recycling Center, Brownville, Maine – $250,000.
This request will create a Penquis Regional Collaborative Solid Waste Recycling Center in rural Brownville, Maine, through funding the acquisition of land, construction of a

solid waste recycling and storage building, and the construction of an access road and parking for the facility. This facility would serve three towns and several neighboring unorganized townships, and would be collaboratively operated and managed. Instead of paying to haul their solid waste away as they do now, the participating communities could reduce their costs through utilizing an efficient shared facility, one that would also allow them to meet new, more stringent Maine recycling mandates. The collection of recyclable materials would help protect the environment by reducing pollution and the unnecessary use of raw materials. The construction and operation of this new regional center would provide new job opportunities for area residents, both in terms of short-term construction jobs and longer-term management/operations positions. Piscataquis County currently possesses an 11.1% unemployment rate, highest among Maine's sixteen counties. Two of the participating communities have very high low-to-moderate household income percentages: Milo (53.1%) and Lake View Plantation (65.5%).

Androscoggin Valley Council of Governments, Preservation, and Adaptive Reuse of an Historic and Culturally Significant Neighborhood Structure, Auburn, Maine – $650,000.

The building is the decommissioned St. Mary's Church located at 46 Cedar Street in Lewiston. The hall in the basement/lower level (it is half below and half above grade) and will be referred to as Heritage Hall. The structure is eligible for listing on the Historic Register but is not currently listed. It is owned by a non-profit that operates the main floor as a performance and meeting space. The Hall will function independently for meetings and functions and will also enhance activities scheduled for the main floor. This historic and culturally significant structure dominates a low-income census tract targeted for revitalization by the City of Lewiston. This adaptive rehabilitation, key to the city's strategy, will address structural, mechanical, and code issues. Public investment made in rehabilitating utilities, elimination of blight, construction of parks/walkways/off-street parking, and reconstruction of city streets is creating neighborhood vitality and a livable/workable neighborhood. The new use attracts people to the neighborhood, provides community gathering space, and affords both construction and permanent job opportunities. The project is located in an area previously designated as an enterprise community. This area has and continues to be a priority of the City of Lewiston for public and private investment for the elimination of slums and blight and the creation of an environment that will encourage public and private investment in both housing and commercial enterprises.

City of Presque Isle, Presque Isle Community/Senior Center, Presque Isle, Maine – $500,000.

The City of Presque Isle is in the process of building a new community/senior center to serve the citizens of the city and the surrounding area. The new facility will replace the current 65-year-old community center that is in need of extensive repairs and is too small to meet current needs. This facility will house a gym, senior center, teen center, and multi-purpose room in order for a variety of services and programs to be offered for all age groups. The gym will allow for multiple recreation uses for both youth and adults.

The senior citizen room will provide a place for seniors to meet and participate in health and lifestyle programming sponsored through local health care agencies. The teen room will provide a place for teens to meet, do school work, and socialize in a safe place. The multi-purpose room will allow a variety of programs including art, health, smoking cessation, citizen voting, and community meetings, to name a few. This new building will be the hub of the community and will encourage and help all our citizens to live healthy, active lives. Being located in the downtown, it will provide a much-needed economic boost to local merchants while allowing community users convenient access. To date the City has invested approximately $345,000 into the project for architectural design work and property acquisition. In addition, the City took part in the Maine Department of Environmental Protection's Brownfield program in preparing the property for its intended use.

Presque Isle is located in an economically disadvantaged part of the state where citizens rely on the local government for recreation and health programs. The local climate of extreme cold, long winters, and heavy snowfall inhibits recreational activities for many. The new facility will provide a place for the community to meet, exercise, and develop healthy lifestyles. A large percentage of the population falls in the low- to moderate-income levels, and the many single parent families create a large number of latchkey children who would greatly benefit from the services of a new community center. In addition, the senior population in the area continues to grow and the need for appropriate activities is vital. The present building is not handicapped accessible, is in poor condition structurally, and poses a health risk to the current users. The new building will meet all ADA requirements and eliminate the current threats posed by the aging building that include asbestos, lead paint, insulation, and structural problems with the roof. The new building will bring the city into compliance with all federal requirements for public buildings. It will have a direct, positive impact on the surrounding communities of Presque Isle, Mapleton, Westfield, Castle Hill, East and West Chapman.

Town of Brownville, Road and Water Infrastructure Improvements for Brownville Junction, Brownville, Maine – $441,000.

This project consists of the reconstruction of connecting sidewalks and pavement along Henderson Street and Van Horne Avenue in Brownville Junction. These were torn up as the result of the installation of a $1.7 million water line in early 2010. This project also includes the installation of catch basins and 14 manholes, and the connecting of up to 58 low-to-moderate income residences to the newly installed water main which is located an additional two feet deeper below ground than before. This project will allow low-to-moderate income individuals continued access to a safe municipal water source, instead of having to rely on unsafe private wells. A restored road infrastructure will eliminate a significant obstacle to future economic development opportunities in Brownville Junction. By leaving these portions of these two streets in Brownville Junction in a damaged state, it will make the area less attractive to families wishing to relocate to the area. The Town of Brownville cannot easily afford this necessary project on its own, due to a limited budget and a small (1,259) and impoverished (47.5% of Brownville's residents are from low-to-moderate income households) population.

Western Maine Community Action, Inc., Security, Safety & Energy Efficiency for Maine Elders (See ME), East Wilton, ME – $350,000.
This statewide "See Me" project will help low-income elders remain independent by identifying risk areas and increasing security, safety, and energy efficiency. See Me will provide 200 low-income elder home owners with a menu of core services designed to assess/address energy efficiency needs, home safety issues, accessibility and falls risk/prevention. See ME will generate jobs in the energy conservation field, will spur the economy through increased capacity in Maine to provide energy audits (potential new business creation), will leverage roughly $2 million in home investment through Maine Home Repair Network and other sources, and will reduce tax burden of nursing home care by maintaining elder independence. This fits goals of Maine to reduce nursing home beds, and increased public safety (fire risk mitigation).

City of Portland, West Bayside Neighborhood Development, Portland, Maine – $5,000,000.
Portland engaged in a community-wide planning effort which resulted in the "New Vision for Bayside" Master Plan in 2000. The City has made considerable progress implementing this plan including removing blight, attracting private investment, creating jobs, making infrastructure improvements, and constructing public amenities such as the Bayside trail. One of the major recommendations is to move the Department of Public Services (Public Works) from Bayside in order to redevelop that area as a mixed-use, vibrant neighborhood. Once the Department of Public Services is relocated, it makes it possible to redevelop this 4-acre site as envisioned by the Bayside Master Plan. The first step involves demolition of Public Services buildings which cannot be reused for other purposes, site cleanup (grading, erosion control, seeding), and other site work needed to make the site suitable for marketing and development. Once the steps above are taken, the City will be able to proceed with attracting private sector investment to develop housing, retail, offices, and other commercial uses. This project will promote economic development, create short-term construction jobs as well as permanent jobs, and construct energy efficient housing based on a neighborhood design to create a transit-oriented development, which will make the area affordable, attractive, and environmentally sound.

Once again, thank you for your time and consideration. Please feel free to contact my staff with any further questions.

Sincerely,

OLYMPIA J. SNOWE
United States Senator