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United States Senate

WASHINGTON, DC 20510–1903

May 15, 2009

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

The Honorable Christopher Bond
Ranking Member
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies

Dear Senators Inouye, Cochran, Murray, and Bond,

I am writing to request your support for funding in the Fiscal Year 2010 (FY2010) 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 Highway Administration: Ferry Boats and Ferry Terminal Facilities

City of Portland, Fire/Rescue Quarters and Pier Improvements (Fire Department and Casco Bay Island Transit District [CBITD] ferries), Portland, Maine -- $1,600,000.

This project expands and reconfigures the public pier where the Portland Fire Dept's fire/rescue boat and the Casco Bay Island Transit District (CBITD) ferries are docked in order to accommodate larger vessels, make entering and exiting the inner harbor safer, and construct crew quarters for the fire fighters assigned to the fire/rescue boat.

One of the Portland Fire Department's core responsibilities is providing emergency medical services and fire protection to the residents of the Casco Bay Islands, serving as first responders for homeland security, and providing harbor rescue response. The

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SUITE 7B
AUBURN, ME 04210
(207) 786–2451

AUGUSTA
40 WESTERN AVENUE, SUITE 408C
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BANGOR
ONE CUMBERLAND PLACE, SUITE 306
BANGOR, ME 04401
(207) 945–0432

BIDDEFORD
227 MAIN STREET
BIDDEFORD, ME 04005
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PORTLAND
3 CANAL PLAZA, SUITE 601
PORTLAND, ME 04101
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MAINE RELAY SERVICE
TDD 1–955–3323

PRESQUE ISLE
169 ACADEMY STREET, SUITE 3
PRESQUE ISLE, ME 04769
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IN MAINE CALL TOLL-FREE 1–800–432–1599

Portland Fire Department's fire/rescue boats and the CBITD ferries are located at the busy Maine State Pier. The fire boats and ferries, plus water taxis, commercial boats, and other vessels, share berthing space which is becoming more constrained. Adding to the docking shortage is the fact that the CBITD has received federal/state funding for a new 110' long passenger ferry which will arrive during late spring of 2010. This vessel will replace a 65' long passenger ferry. The City's new fire/rescue boat will arrive in May of 2009. This boat will be substantially larger due to the additional emergency equipment which is needed onboard. As a result, the pier needs to be expanded. This project includes building crew quarters for the fire fighters assigned to the fire boat, and expanding and reconfiguring the pier. This will create a safer facility by reducing potential collisions between the ferries, fire/rescue boats, and other boaters, by providing a direct navigational path to the harbor.

Federal Highway Administration: Transportation, Community and System Preservation

Town of Willimantic, Early Bridge Restoration, Willimantic, Maine -- $300,000.
This project, located in rural Willimantic, Maine, consists of the restoration of the town-owned 100-foot long 'Early 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 Town of Willimantic is expecting to contribute 20 percent of the total cost of this project, some or all of which could possibly be obtained from the Maine Department of Transportation.

If the Early 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.

Rangeley Lakes Heritage Trust, Rangeley Lakes National Scenic Byway – Infrastructure Improvement and Employment Project at Height of Land, Oquossoc, Maine -- $3,000,000.
This project will facilitate the reconstruction of 1.1 miles of Route 17 and allow for the construction of a visitor turnout and pedestrian area at the legendary Height of Land on Mooselookmeguntic Lake. The project will create 105 new construction jobs in one of

Maine's more economically distressed areas (Rumford/Mexico, Carthage, Madrid, and Dixfield) and counties (Franklin), connect Maine's most economically important ski resorts and tourism destinations, facilitate the creation of the traveler itineraries recommended by Fermata, Inc., and boost tourism revenue and related employment opportunities. In the process it will provide safe vehicular and pedestrian access to a stunning and awe-inspiring view. Finally, by reconstructing a section of the Route 17 corridor that regularly washes out, fills tributaries with silt and pollutants, and requires frequent repairs to reduce erosion into Mooselookmeguntic Lake, this project will help prevent further degradation of the Lake and the larger watershed.

The Height of Land on Route 17 of the Rangeley Lakes Scenic Byway has received Scenic Byway funds (80% federal, 20% MDOT) to engineer and design 1.1 miles of the corridor and a scenic turnout; the work was completed in 2006. In 2003, through a grant written on behalf of Maine's byways, it was the recipient of approximately $20,000 used to design, install, and fabricate interpretive panels located at the overlook. Finally, in 2008, it received approval to fund the construction of the overlook through a National Scenic Byways grant application submitted in March of 2008; the amount of funding approved was $278,000. It has not received any funding to complete the construction project proposed in this application.

City of Auburn, Lake Auburn Recreational Trail, Auburn, Maine – $600,000.
The construction of a multiuse trail which would begin at Central Maine Community College and extend southwest to Mount Auburn Avenue in the vicinity of the intersection with Park Avenue. This would be the first phase of constructing a multiuse trail system around Lake Auburn. The requested funds would be used to construct 1.9 miles of trail. The project would augment land conservation efforts in the area of Lake Auburn which is the water supply for both Lewiston and Auburn. Further, it provides recreation and exercise opportunities in close proximity to the urban core and is likely to create 20 jobs.

Portland Area Comprehensive Transportation Committee (PACTS), Portland Regional Traffic Congestion Improvements, Portland, Maine -- $800,000.
This project implements the first phase of a regional traffic management system. It improves communication and vehicle detection between intersections. Essentially, the system will know where vehicles are and how best to mitigate congestion improving the consistency of vehicle movements and minimizing instances where vehicles must come to a complete stop. It will also improve safety for vehicles and pedestrians. This technological "fix" improves traffic flow, reduces congestion, and avoids costly "hard infrastructure" improvements such as road widening, adding lanes, and intersection reconstruction. The funds will be spent in Portland, Scarborough, and Westbrook, three of Maine's most populated municipalities in Maine's most populous region.

Loring Development Authority of Maine, Loring Roadway System Preservation Project, Limestone, Maine -- $500,000.
This project would allow the most traveled portion of the deteriorating roadway system at Loring Commerce Centre to be restored. Roadways and other infrastructure at Loring, formerly Loring Air Force Base (LAFB) are now controlled by the Loring Development Authority of Maine (LDA). The LDA, a quasi-municipal organization, manages the development of the former military installation and generates sufficient revenue from its operations for minor roadway repairs and plowing. However, LDA does not have access to traditional sources of funding for roadway capital improvement projects. Roads on this former military installation do not fall in the normal categories for public roads and do not qualify for typical sources of funding for local roads even though they serve the very important public purpose of economic adjustment following a major military base closure or realignment. LDA has attempted to have the roadways recognized by the state's Department of Transportation, but the conclusion has been that Loring's roads are essentially a private system of roadways, (legally similar to what might be found at a state park) even though they serve the public and public lands and support a significant level of commercial activity, an important public purpose and use.

This project will support existing and future job creating economic activity in northern Maine, where decades of decline in the forestry and agricultural industries and the closing of LAFB resulted in thousands of lost jobs. Development at Loring is diversifying the economy, adding manufacturing jobs and jobs in education, financial services, IT, aviation, and other industries. It will also provide environmental benefits. The clustering of development at Loring helps to protect the region's valuable farmland resources and the natural environment from sprawl.

Additionally, Loring's roadways support access to public lands at Loring, the US Fish & Wildlife's Aroostook National Wildlife Refuge, and to land held in trust for the Aroostook Band of Micmacs. The roads also provide access to jobs at federal facilities operating at Loring – the U.S. Department of Labor's Loring Job Corps Center, with 142 employees and 306 students, and the U.S. Department of Defense's Defense Finance and Accounting Service Center at Loring, with 611 employees. Both of these entities, as well as the Maine Military Authority, which refurbishes HMMWV's and other military equipment for the National Guard Bureau and other DOD agencies for use in our nation's defense efforts, will also directly benefit from this project.

Federal Highway Administration: Surface Transportation Program

University of Maine, Advanced Bridge Safety Initiative, Orono, Maine -- $2,000,000.
Recent reports indicate that 288 Maine bridges are at risk of closure or weight restrictions over the next decade. Funds would be used to monitor existing at-risk structures and perform advanced engineering analyses of critical bridges and bridge components. The net result will be better identification of at-risk bridges and improved prioritization for repair and replacement. Between 10 and 30 bridges will be reviewed under this program each year. It is estimated that this research will save Maine $8 million per year or more

by reducing the number of bridge replacements and closures, and extending bridge service life. This research program will support undergraduate and graduate student researchers, educating and training the next generation of bridge engineers.

City of Auburn, Auburn Industrial Park Utility Extension and Access Road, Auburn, Maine -- $2,000,000.
Private investors have developed all of the existing lots in the City of Auburn Industrial Park. The City has been working to develop a new industrial park that will bring another 60 acres of developable property to a project-ready condition. The allocation of $2,000,000 will be matched locally by $1,000,000 to complete the extension of utilities and the construction of an access road (3,200 feet) to land that has already been assembled. The result will be an inventory of land the will be used to meet current and projected demand for new investment and job creation.

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.

City of Lewiston, Island Point Road Reconstruction Project, Lewiston, Maine -- $1,512,500.
The funding will assist the city in offsetting extremely high development costs at the site brought on by its downtown proximity and the current economic crisis which is making such development even more challenging for older northeast cities. The City will reconstruct 1,150 feet of streets to support the redevelopment of a former textile mill sight which has been made shovel ready through the utilization of Brownfields funding so that it can accommodate a 120 room hotel. This project will introduce the first hotel presence in a redeveloping downtown in 45 years. The infrastructure improvements will

lessen the property tax impacts on the city side of the investment and the site anchors the city's new riverfront development objectives. It is expected that the hotel will create over 100 new jobs. The road investment along the Brownfield site will stimulate the federal, state, and local commitment to redevelop such areas.

City of Bangor, Mall Area Traffic Improvements, Bangor, Maine -- $550,000.
The Bangor Mall area has become a regional center for retail commerce, attracting new development to sites in the Bangor Mall area. The development in the Mall area has occurred at such a fast pace that the City has been unable to keep up with the increased need for traffic infrastructure improvements. The difficulty of traveling through this retail hub of the City depresses the success of these businesses and eventually will depress the values of property, discouraging future development. The lagging traffic infrastructure improvements in the Mall area pose a threat to the economic development achievements and potential of the City.

During the permitting process for a developer, the Maine Department of Transportation (MDOT) frequently conditions the developer's Traffic Movement Permit on the completion of numerous off-site traffic improvements. In order to allow a recent development project to move forward, the City has agreed to undertake certain traffic improvements in the area. This work will also assist future development in the area and will improve ingress and egress to other retail establishments in the area, generally facilitating commercial activity. The specific traffic improvements to be completed initially include extending and widening Hogan Road, adding lane capacity to Bangor Mall Boulevard and Springer Drive, relocating Kittredge Road to facilitate the extension of Hogan Road, and new turning lanes at various intersections. Without these traffic infrastructure improvements, new projects may not be able to be approved under the State of Maine's traffic movement permitting process. Traffic issues may also impact the ability of existing businesses in the area to expand and create additional employment.

Federal Railroad Administration: Rail Line Relocation and Improvement Program

Downeast Rail Heritage Preservation Trust, Downeast Rail Rehabilitation, Ellsworth, Maine – $1,100,000.
Funds would be used to rehabilitate of 30.61 miles of rail line between Brewer and Hancock, Maine, as Phase 1 of a project to restore passenger and freight rail service to the Ellsworth and the Acadia National Park region of eastern Maine. Upon completion of Phase 1, excursion rail service between Ellsworth and Green Lake will be operated as financially self-sustaining program which, in conjunction with the rail museum and equipment repair shop now under development, will create 200 seasonal and year round jobs and add over $5,000,000 annually to the Ellsworth region. The rail line was acquired by the State of Maine after its abandonment in 1986 and has been unused since. It was leased for an initial 15 year period to the Downeast Rail Heritage Preservation Trust in 2006, a 501(c) 3 not-for-profit organization. The passenger rail operation will operate from a planned intermodal facility and visitor center to be developed jointly by

the Trust, the City of Ellsworth, the Ellsworth Area Chamber of Commerce, and the Sunrise Trail Coalition. Trains will connect at this facility with buses to Acadia National Park, Bangor, and points along the eastern Maine coast. In Phase 2 of the project (planned for 2011-12), the rail line will be upgraded into the Bangor-Brewer Area, allowing direct public transportation between the Bangor International Airport and Acadia National Park, plus allowing future access to the region by Amtrak and charter "cruise" trains.

Federal Transit Administration: Bus and Bus Facilities

Somerset County, Rural Transit Project, Skowhegan, Maine -- $296,570.
Somerset County must purchase two 18 passenger, handicapped-accessible buses to provide service along two major East/West and North/South Corridors within the county. One route would cover the Corridor from Pittsfield to Norridgewock; the second route would cover the corridor from Fairfield to Madison, Maine. The morning and late afternoon routes would be designed as commuter routes offering transportation to major employers, medical providers, and other destinations critical to the well-being of citizens in Somerset County. They would also offer transportation access to youth attending physical activity programs. Mid-day routes would be intended for general public transportation and focused on senior housing sites, retail centers, meal sites, and other services of interest to the general public.

Employer surveys undertaken throughout the county have highlighted the critical need for enhanced public transit. These buses would ensure public access to employment, senior, retail, and athletic centers. They would be especially helpful for patients trying to reach medical providers and those in rural areas. Research will be conducted to determine if there are viable sources of bio-diesel, propane, or other alternative fuels for this project. The buses will be fully accessible to people with disabilities.

Department of Housing and Urban Development: Economic Development Initiatives

City of Bangor, Bangor Regional Arena, Bangor, Maine -- $7,500,000.
The proposed public investments will replace a half-century old, energy inefficient, poorly accessible, poorly laid-out facility which is expensive to operate and maintain, and that was designed primarily for sporting events. The project will provide a modern structure that will be able to attract additional shows and events for which the existing facility is less than ideally suited. These include shows and events that require large open floor areas, like the annual RV and home shows, and musical shows and stage performances that require good acoustical quality and off-stage support facilities such as dressing rooms.

A new facility, or a totally renovated or substantially expanded facility, would be designed for ADA accessibility, energy efficiency, maintainability, good acoustics, modern, flexible seating, adequate rest room, lobby and kitchen facilities, break-out

meeting rooms, large vehicle access and service entrances, rapid emergency egress, and large open exhibition facilities, in addition to configurations for varied sporting and performance events. A market, financial and economic impact analysis was performed by Conventions, Sports & Leisure International in December 2002. The proposed investment maximizes the attraction of private sector investment in the visitor accommodations and hospitality service industries. The investments will result in a facility designed with sufficient operational flexibility to serve the region's entertainment, recreational, social, and sporting venue needs for decades to come. 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.

City of Bangor, Bangor Waterfront Development Project, Bangor, Maine -- $2,000,000.

The City of Bangor's Penobscot River Redevelopment Project is in the final phase of its over $15 million process to achieve its vision. To date, the City's investment in the riverfront has led to over $11 million in private reinvestment in rehabilitation and reuse of vacant former factory buildings in the project area and has helped revitalize Bangor by adding much needed jobs to the region. Two decades ago the Penobscot River's waterfront area in Bangor was occupied by leaking fuel oil tank farms, unused or underutilized industrial warehouses and distribution facilities, rail yards, vacant deteriorated manufacturing buildings, and coal yards. The riverfront rehab was critical to Bangor being chosen as the host community for the National Folk Festival and as the home port of American Cruise Lines.

The requested funding will be used to create and extend walking trails, connecting them to existing trails; carrying out site work for programming venues such as amphitheater grading; installing infrastructure for music staging area and public areas; create lighted, safe parking areas with handicap accessibility to waterfront public spaces; construct access ramp and storage units for personal paddle craft (such as canoes and kayaks); and conduct storm water drainage and erosion control.

City of Brewer, Brewer City Hall Renovation, Brewer, Maine -- $500,000.

The existing Brewer City Hall was built in 1937 to replace the original building, which burned on this same site. The building now shows its age, particularly in its non-compliance with the Americans with Disabilities Act. Extensive plans have been developed to renovate the existing building, including:

- Moving City Council Chambers from its existing location to the old library location in order to improve ADA accessibility and expand community services;

- Create an office suite for the Code Enforcement and Planning departments (currently located in an Annex building across the street) which includes three offices, conference room, and file room;
- Renovation of the existing restrooms for ADA accessibility;
- Renovation of the existing City Council Chambers into a combination of offices and conference rooms with associated hallways to facilitate returning all staff to the same building; and
- Installation of an elevator between the City Hall building and old library for better access and ADA compliance.

City of Brewer, Brewer Riverfront Trail, Brewer, Maine -- $1,300,000.
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 in the waterfront area and economic revitalization of this area. Funding assistance is requested to construct the riverfront trail system, which has already been designed and the preliminarily engineered.

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 requested funding will allow construction to move forward.

Town of Greenville, Children's Wing for Shaw Public Library, Greenville, Maine -- $461,100.
The addition of a children's wing to the Shaw Public Library would include a new ADA-compliant bathroom and entranceway. This project will open up floor space for wheelchairs, expand the size of the children's collection, and provide a much-needed reading space. The library addition is the only way the Maine Historic Preservation Commission will approve a new ADA-compliant entranceway, as altering the front entrance would destroy the integrity of this historically significant building, an architectural jewel built in 1925 that was later donated to the Town of Greenville.

This project will make the Shaw Public Library accessible to the handicapped and elderly population (who tend to be low-to-moderate income individuals) of the Town of Greenville and the surrounding area. This library is a valuable community asset, as it functions as a public high-speed internet access point, the area's career center, and as a powerful recruiting tool for business attraction and development. This addition would also necessitate an increase in paid library staff, a welcome addition in what is an impoverished area.

City of Portland, Deering Oaks Park Improvements, Portland, Maine -- $1,300,000.
Deering Oaks Park is an historic 54-acre park which hosts thousands of people each year. The Deering family donated this land to the city in 1879 to ensure that this valued and admired open space would be preserved and available for generations to come. In 1990, Deering Oaks was placed on the National Register of Historic Places and designated as a local historic landscape district. The City developed a Master Plan which outlines annual maintenance and capital improvement projects that need to be done to ensure the park can continue to be enjoyed for the next 100 years. Two much needed projects that exceed the City's ability to fund are:

- Rehabilitation of the Pedestrian Bridge. The pedestrian bridge is 95 years old and in severe disrepair. This infrastructure project involves restoration of masonry, drainage improvements to eliminate water intrusion and damage, and additional work to insure its long-term viability. Estimated Cost: $500,000

- Replacement and upgrading of the Park's Electrical System. The electrical system is old and in poor condition. These upgrades would allow installation of an energy efficient system which meets load requirements and which meet life safety codes. Estimated cost: $300,000

- Restoration of the Pond. The requested funds will be used to dredge and remove the existing pond base, replace it with a concrete base, install a pond aeration system, and install erosion and sedimentation controls which will combat pollution and coli form bacteria, and the formation of algae blooms in the future. Estimated Cost: $500,000.

The City also has an active citizen organization, Friends of Deering Oaks, which works with the Parks Division to make on-going improvements, however these projects are beyond the capacity of the group or the City.

Town of Dover-Foxcroft, Dover-Foxcroft Sewer Upgrades, Dover-Foxcroft, Maine -- $750,000.
This project, located in rural Maine, involves the upgrading of the final three miles of its sewer collection system, which consist of antiquated (some parts predate 1940) clay pipe, that is prone to breakage and tree root damage, and is in dire need of repairs. The other 17 miles of the system have been upgraded gradually over the past 20 years. This project will generate short-term construction jobs in an impoverished region that badly needs them, and perhaps more importantly, eliminate a significant obstacle to both residential development, and to a greater degree, commercial and industrial development, as it will provide increased capacity and reliability for larger ratepayers. This will lead to future job creation and a decrease in the unemployment rate. An upgraded sewer system will also protect the public and the environment from unnecessary breaks, spills, and river and groundwater contamination.

Town of Dover-Foxcroft, Dover-Foxcroft Water Line Extension, 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.

Town of Greenville, Greenville Junction Wharf, Greenville, Maine -- $250,000.
This project would complete the Greenville Junction Wharf, including the construction of boat trailer parking, a handicapped-accessible boat launch, picnic tables and benches, steel sheet piles, and composite wood cribbing to replace the rotting timbers. This request will allow the comprehensive rehabilitation of the Junction Wharf to be completed as originally planned. This project takes place on Maine's largest lake and the largest lake completely within a state east of the Mississippi River. When it is completed, it will extend the usable life of an important piece of infrastructure for another 50 to 100 years.

The wharf is a major attraction, as the largest and only multi-purpose public access point for Moosehead Lake (and the only one on the southern half of the lake). Many area businesses, especially those in the tourism and recreation industry, benefit tremendously from the draw of the Junction Wharf. Short-term construction jobs for this project will be generated in an impoverished county, while permanent jobs in the tourism and recreation industries that rely on a functional wharf will be retained and/or created, thus enhancing the economy of Greenville and the surrounding area. Public safety will be improved, as the wharf's boat launch is utilized for rescue operations on Moosehead Lake. Furthermore, the restoration of the wharf will improve the environment, as it will arrest its deterioration, which has had a deleterious effect on the quality of the water in the lake, in addition to being an example of spot blight in downtown Greenville Junction.

Androscoggin Valley Council of Governments, Lewiston Enterprise Community: Industrial Mill Rehabilitation Project, Lewiston, Maine -- $1,000,000
Funds would go toward assisting efforts to restore the historic Camden Yarns Mill building in downtown Lewiston, a federally designated USDA Rural Development Enterprise Community in the Simard-Payne Park along the river front. Specifically,

priorities of the project include demolishing blighted sections of the Camden Yarns Mill that were not part of the original, historic footprint, structurally brace brick masonry walls, repair the roof, window sills, and tower and repoint the facades. The interior walls will be sandblasted and resurfaced and the building will eventually used for civic purposes.

City of Lewiston, Island Point Water and Sewer Project, Lewiston, Maine -- $423,500.
The purpose of this request is to support over $2 million in city funding to redevelop a mill site which has remained vacant for over 30 years. The project will extend the benefits afforded by Brownfield redevelopment to a project that will create 100 jobs in a community in which the rate of unemployment now exceeds 7.5 percent. Specifically, the funds will be used to reline cast iron water mains and extend sewer service on Mill Street and Island Avenue which will support a 120 bed hotel development. This project will introduce the first hotel presence in a redeveloping downtown in 45 years. The infrastructure improvements will lessen the property tax impacts on the city side of the investment and the site anchors the city's new riverfront development objectives. It is expected that the hotel will create over 100 new jobs.

City of Lewiston, Lewiston Riverfront Canals Restoration Project, Lewiston, Maine -- $900,000.
This is a restoration project for over 2 miles of a canal system built to power Lewiston's textile mills over 150 years ago, which are no longer in use. The canals are structurally distressed and there is need to halt any further deterioration. This project would make them structurally sound and integrate them in a way that would make them more aesthetic and more usable as a recreational asset. This project will compliment the city's new strategic plan which calls for the further enhanced redevelopment of the riverfront area as a mixed housing, mixed business, arts, and recreational area. To date, the City of Lewiston has invested over $25 million dollars around the Bates Mill canal system which has resulted in the redevelopment of several buildings in the complex. Three major buildings in the complex have not been redeveloped with two under private ownership. The city sees the restoration of the canals as another key element of the ongoing effort for the Bates Mill and the new strategic plan for the riverfront area.

Town of Milo, Milo Industrial Park Sewer Line Extension, Milo, Maine -- $750,000.
The project in rural Milo, Maine would provide city utilities and infrastructure to the new Eastern Piscataquis Industrial Park by upgrading the existing 3,940 foot line from 6" clay pipe to 10" PVC pipe and extending the line another 1,260 feet to reach the Industrial Park. The Industrial Park is vital to bringing new employment opportunities to a rural and economically poor section of the state that has lost jobs through shoe and lumber plant closings. Currently, 53.1 percent of Milo's residents are low- and moderate-income families. It is crucial to the Town of Milo that this project be completed to continue its economic development efforts, and further job development.

Town of Brownville, Penquis Collaborative Solid Waste Recycling Center, Brownville, Maine -- $250,000.
This request will create a Penquis 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 of the facility and its ongoing management will create jobs in an impoverished, rural area.

Western Maine Community Action, Inc., Security, Safety & Energy Efficiency for Maine Elders (See ME), East Wilton, ME -- $500,000.
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, 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).

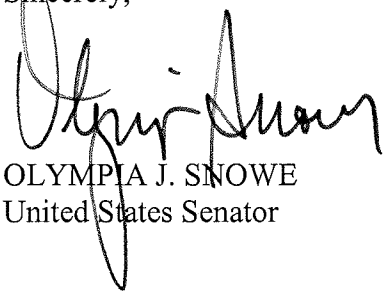
City of Bangor, Storm Water Management Improvements – Penjajawoc Stream, Bangor, Maine -- $510,000.
The stream has been classified as not attaining State of Maine water quality standards, raising concerns regarding the ability of the area to continue to grow through new construction. In order to allow for the continued development of this area, the City will be required to undertake a large variety of projects to improve storm water management in this watershed and to address both peak storm flows and storm water quality. This project will allow the City to undertake significant drainage system upgrades on existing public infrastructure and property in this area in support of additional commercial and retail development and job creation.

A permanent funding source for this watershed is anticipated to be in place within two to three years through implementation of a Stormwater Utility District. Business owners have partnered with the City to develop the watershed management plan for

improvements, and they are accepting of the fact that a portion of the funding will come from them, since most of the structural improvements need to occur on private property.

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