

**A Synopsis Of
An Act To Secure Maine's Transportation Future
March 14, 2007**

Part I - Performance goals and reporting. The Legislature adopts the following goals to direct and deliver a comprehensive, transportation capital improvement program that is geographically balanced and addresses urban and rural needs.

- A. All principal and minor arterials will be reconstructed to nationally accepted design standards by 2017. (about 195 miles not yet up to standards)
- B. All major collectors will be reconstructed by 2027 at least to the Department's State Design Standard. (about 1,700 miles not yet up to standards)
- C. The service period remaining before arterials and major collectors need major rehabilitation of drainage or structural features will be evenly distributed across the inventory by 2027.
- D. The service period remaining before non-extraordinary bridges need major rehabilitation or replacement will be evenly distributed across the inventory by 2027 except for redundant and low use bridges.
- E. Extraordinary bridge replacement, removal or rehabilitation projects or new capacity highway projects exceeding \$10,000,000 in cost will receive special consideration as to the most appropriate means of capital financing to avoid disruption to the achievement of goals A – D.
- F. Capital improvements will maximize the benefit to freight and passenger transportation users while mitigating to the extent practicable energy and environmental impacts.

The department will report to the committee of jurisdiction for transportation matters on January 15 of each year the progress realized in achieving the goals set forth in this section. The report will quantify progress realized and time elapsed since goals A – D were established. The department shall recommend what, if any, remedial actions are needed to fulfill any at risk goals.

Part II - Bridge Investment Trust Fund. This Fund is established within the Maine Municipal Bond Bank for the purpose of fulfilling Goal D above. Under the terms of this Fund, the Bond Bank will provide financial assistance, including revenue bond financing, to MaineDOT to construct, reconstruct, rehabilitate or replace state bridges that meet the eligibility requirements of the FHWA Bridge Program. The Fund will be capitalized by having the Treasurer of State annually deposit 7.5% of motor fuel taxes (about \$18 million/year) into the Fund. Further, the Bond Bank would be empowered to issue GARVEE bonds supported by unobligated portions of FHWA Bridge Program dollars (presently about \$27.8Million/year).

Part III - Transportation Investment Trust Fund. This Fund is also established within the Maine Municipal Bond Bank but is for the purpose of fulfilling goals A, B, C and F above. Under the terms of this Fund, the Bond Bank will provide financial assistance, including revenue bond financing, to MaineDOT and municipalities. At least 90% of the funding must be for planning, design, acquisition, reconstruction and rehabilitation of state highways, state aid highways and local roads. Up to 10% of the funding can support capital projects for rail, trail,