

A light green map of the state of Maine is centered on a light blue background. Overlaid on the map is the 'Connecting Maine' logo, which consists of three curved lines in red, green, and blue. The text 'Connecting' is in a green, italicized font, and 'Maine' is in a bold, blue, sans-serif font.

*Connecting*  
**Maine**

PLANNING OUR TRANSPORTATION FUTURE

**Statewide Long-Range  
Transportation Plan  
2008 - 2030**

December 2008 Final Draft

*MaineDOT*

# Governor John E. Baldacci



JOHN ELIAS BALDACCI  
GOVERNOR

STATE OF MAINE  
OFFICE OF THE GOVERNOR  
1 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0001



December 2008

## A Message from Governor Baldacci

It is my pleasure to present MaineDOT's statewide long-range transportation plan, *Connecting Maine*. This transportation plan supports my objectives for the 21<sup>st</sup> Century Maine economy—an economy that will depend on education, research and development, reliable and affordable energy, and an efficient and integrated transportation system.

*Connecting Maine* promises to deliver such a transportation system should the resources materialize in the years to come. I have adopted this plan as one of the cornerstones of our state's economic future. As our economy grows and diversifies, transportation systems will become more critical than ever. Our natural resource-based industries will require multimodal systems to access raw materials, conserve energy, and get their products to market. Efficient and competitive shipping options like freight rail will reduce greenhouse gas emissions, make our industries more globally competitive, and preserve our highways and bridges by moving freight off the roads and onto rail.

Our bridges and our highways will continue to be the workhorse of our transportation economy. As our transportation system ages, and the demands on it grow, the strain on our resources will grow as well. Our transportation system serves not only the Maine economy, but the national and regional economies as well. Maine cannot meet this financial challenge alone—the federal government must step up and provide more resources to fund a truly national transportation system that will make our country more globally competitive. We need a national transportation policy for the 21<sup>st</sup> Century.

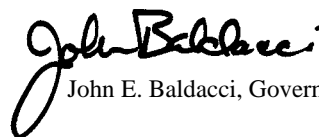
The foundation for such a policy must be a national dialogue regarding a change in how we fund transportation in the U.S. We must begin the process of kicking our fossil fuel dependency. It must be a national imperative in the next federal transportation funding act to reduce our reliance on foreign oil—an imperative that will ensure our future security and independence, and lead to the sustainability of the planet and our communities by reducing greenhouse gas emissions. The transportation sector is our state's and the nation's #1 contributor to greenhouse gas emissions. I will work with my fellow Governors to press Congress and the next Administration to make transportation a national economic and environmental priority.

*Connecting Maine* lays out a strategic plan for current and future policy-makers to follow. We must begin to plan and implement the transportation infrastructure of the future today. Air service will become increasingly important in our New Age economy, transit systems will become essential to meet the needs of our growing elderly population, passenger rail will be sorely needed in the years to come to control congestion in our more urban areas, and failure to invest in our critical highway and bridge infrastructure will become increasingly apparent as it deteriorates.

They say a journey of a thousand miles begins with the first step. *Connecting Maine* is that step in the right direction. We will all have to work together to achieve the ambitious but essential goals outlined within.



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888-577-6690 (TTY)  
www.maine.gov

  
John E. Baldacci, Governor

## MaineDOT Commissioner David Cole

December, 2008

### A Message from MaineDOT Commissioner David Cole:

When Governor Baldacci appointed me Commissioner of Transportation in 2003, he made it clear that I must not only “think out of the box,” but also think *regionally*. I think of transportation as being one of three legs on a stool — the other legs being the economy and environment. In order to meet the needs of the economy and maintain quality communities, we must achieve the appropriate balance. It is therefore critical that transportation, environmental, and economic development objectives are developed in relation to one another. If only one or two of the legs reach the desired results, Maine’s “quality of place,” and hence the quality of life of its citizens, will suffer. All of these elements are developed at the regional level through Maine’s 11 Regional Councils.



More than at any time in the recent past, MaineDOT worked with the Regional Councils over the last five years to conduct regional transportation, land-use and economic development planning. The culmination of this work, which included significant public participation, led to development of 38 Corridors of Regional Economic Significance for Transportation (CRESTs), and transportation, land-use and economic objectives of each CREST. MaineDOT also asked the Regional Councils to identify and prioritize transportation-related policy issues, planning study needs, and the capital investments that would be required to meet their CREST’s objectives. The strategic investments have been incorporated into the needs highlighted in this plan.

The Governor also charged me to ensure that MaineDOT and our transportation system as a whole is managed and operated as efficiently as possible. Before we receive new resources, we must demonstrate to him and the Legislature that we are maximizing the benefits from every taxpayer dollar we already receive. For example, MaineDOT continues to implement our Maintenance and Operations Unit Review. That initiative achieved a number of ongoing efficiencies including the elimination of 45 full time equivalent vacant positions over the last two budgets and the retiring of 30 trucks from our heavy fleet by readjusting plow routes, thereby saving the costs of vehicle maintenance, fuel and replacement costs. MaineDOT is also working with our transportation partners on evaluating ways we can work together to achieve more system savings and efficiencies in the future. Those efficiencies can yield savings that can be invested in the system, and are particularly important as we face difficult economic times and shrinking funding levels at a time when our investment needs are growing dramatically.

We must also think out of the box and rely on innovation to meet some of our future transportation needs. We are working with our engineering community, the University of Maine, the Maine Composites Alliance, and others on research and development of innovations that can boost our local economy and lessen our reliance on materials like steel, which are becoming increasingly expensive due to global economic forces.

Our ability to maintain and improve the transportation system will depend on long-term funding, and *Connecting Maine*, our long-range statewide transportation plan, discusses the level of resources needed to maintain and deliver the transportation system that we need to grow our economy and preserve our quality of life. *Connecting Maine*, which includes the goals and objectives set forth in LD 1790, will guide our future decision-making to the year 2030. We will measure our progress through a biennial *Report Card* to the Governor, the Legislature, and the public, so we can all work together to make Maine a truly great place to live, work and play.

Sincerely,

A handwritten signature in dark ink that reads "D. Cole". The signature is written in a cursive, slightly slanted style.

David Cole  
Commissioner, MaineDOT